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REPORT  
OF THE  
POSTMASTER-GENERAL  
OF THE  
UNITED STATES;

BEING PART OF  
THE MESSAGE AND DOCUMENTS  
COMMUNICATED TO THE  
TWO HOUSES OF CONGRESS

AT THE  
BEGINNING OF THE FIRST SESSION OF THE FIFTY-FIRST CONGRESS.

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# REPORT OF THE POSTMASTER-GENERAL.

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POST OFFICE DEPARTMENT,  
*Washington, D. C., November 27, 1889.*

## TO THE PRESIDENT:

The first Postmaster-General submitted his first report to President Washington one hundred years ago. Its exact date was December 9, 1789. I mention this as of interest in this centennial age.

I have the honor to state that to the Postmaster-General of the United States is committed the management of the largest business concern in the world, consisting of a central establishment with almost 60,000 branches, and employing over 150,000 people. Its agents embrace one-half of the civil list. It maintains communication between the near and the remote places of the country with frequency, celerity, and security. The number and value of its messages are such that the imagination can scarcely form a conception of them. The capital in use in carrying on this vast business was last year \$1 to each man, woman, and child in the United States. Nevertheless, the postal service is not a money-making enterprise. It is not intended to be. It is a mistake to expect it to be self-sustaining until it is fully perfected.

The post-office is the visible form of the Federal Government to every community and to every citizen. Its hand is the only one that touches the local life, the social interests, and business concern of every neighborhood. It brings the Government to every door in the land and makes it the ready and faithful servitor of every interest of commerce and society. The people, from whom alone this all-pervading agency springs into action, and by whose encouragement alone it can supply their jealous needs, simply want the system administered with such efficiency and economy that it shall offer them more and more accommodations and tax them less and less. The only method I can suggest by which all their desires may be gratified, is not merely to talk about the application of business principles to the Department; it is really to apply them. It is not to work in poor quarters; it is not to transport mails afoot when they should go in railroad trains; it is not to tolerate disloyal or listless employes if better ones can be had; it is not, finally, to keep unwillingly abreast of the times. It is always to lead the times.

In twenty years the transactions of the Post-Office Department have doubled. In ten years more, by all the laws of growth, they will nearly have doubled again. To-day's work, the routine forms, the methods of operation, the relations of clerks and officials are almost as crude as they were in the beginning. The point of the great question which continually forces itself forward is, how long this outgrown system shall continue as it is.

#### SERIOUS CONDITIONS.

The Postmaster-General, in taking up the duties of the Post-Office Department, generally finds, with his own advent, that other new officers also enter the service. The whole organization at the top is changed and the work falls into untrained hands. During a period of ten years there were eight different Postmasters-General. In our form of Government this constant change will continue, but from a business stand-point thus to unsettle the service and to be always educating new sets of men can not be beneficial to any Department. However able any new Postmaster-General and his associates in the Assistant Postmaster-Generalships may be, there must be a course of training, which time and experience alone can give, before any of them are able to handle with real effectiveness the divisions placed in their charge. Even with each of them well skilled and at his best it is not possible to keep up with the work.

Ancient regulations and time-honored customs require the Postmaster-General to make numberless signatures each day to vouchers, journals, and papers that could as well fall into other hands. He must receive delegations of the people who have claims of all sorts to present, must make appointments to office and removals, must establish offices, and hear suggestions. The Senators and Members of the House must represent their constituents at the Post-Office Department and have the Postmaster-General's best attention in considering the 2,600 Presidential cases. Complaints of irregularity at the various post-offices, demands for enlarged service, come to the ear of the Postmaster-General. The various Department heads must refer many subjects and be in frequent consultation on the daily work of the office. There is but little time left to originate plans, to study the means of developing the system, or to improve the service. The Postmaster-General is continually in the deep drudgery of each day's recurring duties, and with but little opportunity to attend to anything beyond the routine work.

What is true of the Postmaster-General is equally true of the First Assistant. To that officer belongs the appointment of the postmasters of the fourth class, of which there are over 56,000, and the vast correspondence involved; the approval of bonds; the location of post-offices; the matter of supplies for all the offices; the supervision of the carrier and clerical forces throughout the United States, and all the minutiae of the management of his immense number of offices. In the fourth-class offices changes are much more frequent than in the Presi-

dential. The low compensation and responsibility involved render it difficult to keep up offices at thousands of points. Think for a moment of a city of 60,000 population and the daily changes by death, defalcations, lapses, and necessary removals and an idea will be suggested of the labor attending this oversight. No one man can do the work as it is now organized, except in a superficial way.

The Second Assistant Postmaster-General is the master of transportation, having thousands of routes and contracts to see to and the necessary investigations connected with them. Each day is adding to the pressure of this office. The Third Assistant Postmaster-General is not less busy with the stamp and envelope divisions and the accounts of all the postmasters.

These ever-increasing burdens on the four higher officials emphasize the fact that the Railway Mail, the Foreign Mail, the Free Delivery, the Salaries and Allowance Division, the Money-Order Office, the Registry Division, the Dead Letter Office, the Division of Supplies, are conducted independently by their chief officers and ordered to report to the Postmaster-General or one of his three associates. They have but scant and irregular opportunity to consult, and therefore pursue a disjointed course of action not conducive to great results. So long as the present inadequate system continues, the Post-Office Department can never do its best work. Important matters are deferred for days because the superintendents and the chief officers can not move on from sheer force of circumstances preventing instructions. No matter how enterprising and loyal these superintendents are, they do not have a fair chance. The service will never be vitalized for its highest good and compacted for the right kind of aggressive work until the burdens of these important officials are partly unloaded upon some other officer.

What is needed first, is a Fourth Assistant Postmaster-General, to be in direct charge of the great divisions of the railway mail, the foreign mail, the money-order office, the registry and supplies divisions, and the dead-letter office. Transferring these departments from a supervision which is now only nominal and giving them in charge of the Fourth Assistant Postmaster-General would be a vast advantage. This is not adding to the cost, but adding revenue by gaining the direction of one guiding brain in these important arms of the service. Lift out of the office of the First Assistant Postmaster-General all duties except those of studying men for appointment, establishing offices, changing sites, examining reports of inspectors, and taking care of the bond division. This will always be enough for this official to attend to.

#### A NEW OFFICER WANTED.

Create a new place and find the best educated postal man in the service at the Post-Office Department, or in any of the 59,000 post-offices, and make him the general manager. No great business establishment can succeed that changes its principal officer once in fifteen months

The Post-Office Department can not do it any more than could the Pennsylvania or the New York Central Railroad. Who would commend or gain increasing confidence in such corporations if they changed presidents about once a year? With a work that must always be laborious and subject to mutations it is not likely that these frequent changes will ever cease, but the Department ought to be so organized as not to be greatly affected by any one man or set of men moving out. There ought to be one perfectly-educated postal man charged with the general management, whose controlling mind and firm grasp should remain while others come and go. Instead of a \$2,200 clerk allotting annually \$22,000,000, and necessarily delayed decisions in the different offices regarding questions affecting carriers and clerks and extensions of the service, and the thousands of details connected with the daily routine of the post-offices throughout the United States touching the welfare of millions of people, transfer the oversight of the salaries and allowance division and the free-delivery system, and many of the duties now devolving upon the first assistant, to a general manager, who, in imparting promptness and efficiency throughout the service, would earn his salary five times over.

The equipment of post-offices at present varies according to the zeal of the postmasters. Those who are aided by members of Congress and who most persistently knock at the door of the Salaries and Allowance Division, are in best condition. The extension of the free delivery, the location of stamp agents, the general development of the post-office business, needing the same effort as in any other kind of business, depend now almost altogether upon some kind of pressure from outside of the Department. There ought to be at least one of our officers who would know the needs of the service, and intelligently drive on the business from the Department stand-point, instead of being crowded along under the pressure of the postmasters.

In a service so intricate and complicated as the postal system, it would be hard to define all that would fall to the hands of such an officer. The needs of the vast system vary with localities. Telegrams are flying all day long asking instructions about losses, rates, defalcations in office, failures of sureties, robberies, misuses of the mails, casualties, fires, changes of location, and questions that demand attention instantly from some one understanding the whole system and one not engrossed with calls, correspondence, and perfunctory work. He would see that all the details of administration are thoroughly carried out. To enlist and retain the services of a man of the ability required would necessitate the payment of a large salary. Ten thousand dollars per year would not be too much to pay to the right man. He should be appointed by the President for ten years, subject to removal at any time if not equal to the work. I would have this place the apex of the whole postal service, the ambition of every superintendent of a bureau, chief inspector, division head, or postmaster, and similarly, and not too remotely, the ambition of every active, creative man in the service.



To this Controller or General Secretary would be referred all of the plans of improvements determined upon, and his business capacity and authority would bring about reforms at once, without the usual delay sometimes of months existing under the present cumbersome and antiquated methods. He would give right off to the city of Denver more than two deliveries a day; he would have given Chicago more than four deliveries long ago; Utica, whose postal business has nearly doubled in six years without additional help, would have proper treatment; he would see that the postal business of Indianapolis and other places like it, which had increased 80 per cent. in ten years, was not obliged to struggle along with no increase of clerks; he would give a great city more than one place to buy postage stamps; he would increase the registry offices and stamp agencies ten-fold, and more, if needed, in the large cities. If people in large towns had to walk a mile to buy a stamp he would see what could be done about it, and would do it quick. He would give to New York City, on demand, one thousand stamp agencies; Boston, four hundred, and Philadelphia five hundred, and every other place a proper plant. He would do these things as a matter of course, and he would get money back for the Department, because it always appears, by accident almost, that these small incidents of the service find such ready responses among the people that they pay for themselves over and over.

This General Secretary would apply himself to small but important matters of reform which more nearly concern the departmental service. If the Sixth Auditor were eight months behind his work because he lacked clerks enough by 75 to do it, the General Secretary would address himself to the correction of this abuse. If it took 100 clerks to discharge the business of the Dead Letter Office, he would see what could be done to decrease the labor caused by careless correspondents by devising ways and means to prevent mistakes. If some employes of the postal service worked six hours a day and others worked eighteen, he would see what could be done to equalize the pay or the hours. He would be the man of details of the Department, inspiring the whole service with promptness and zeal.

#### FIFTY-NINE THOUSAND DISTINCT POST-OFFICES.

The post-offices throughout the country bear little relation to one another. The touch of the Department upon them is very slight. The machinery is set up and then let alone if only certain formal reports are made at stated times. If complaints are filed the inspector visits the office, and unless the investigation necessitates removal the office runs on just the same until other complaints are filed, when the same course is repeated. The offices and the Department, without meaning it, are in an unfriendly attitude, because the postmasters are generally wanting something which the Department does not seem ready or able to grant. A new postmaster must learn the postal laws and find out what his

duties are the best way he can with the help of old clerks or of an inspector who happens along accidentally. There is but little to encourage, hardly anything to stimulate, a postmaster to do his best work. A new life and spirit must be infused. By dividing the country into postal districts and placing a supervisor over each, I believe it can be done.

I propose that there be twenty-six postal districts established by the Postmaster-General according to population and territory, each office in the district to be visited at stated times and records made and kept showing, first, the capacity of the postmaster; second, his personal attention to his duties; third, the order and discipline of the office; and fourth, the growth of the business, with such other matters as may be determined on. The postmasters of the Presidential classes in each district should be classified into three grades, namely: "A," to be marked "highest;" "B," marked "excellent," and "C," marked "fair," and all under the low mark to be reported for such action as the Department may deem proper to take. Those who receive the highest marking ought to be reported to the President for honorable mention and preferment. The supervisors would have to be experienced in the Postal Laws and Regulations, and to be possessed of enthusiasm for the perfection of the system, instruct the postmasters and clerks, point out possible improvements in the offices, and enlarge the business; to ascertain and keep the Postmaster-General continually advised, in short, exactly what the postmaster and clerks are doing for the salaries received, and exactly how the people of each community are satisfied with the postal service.

All these supervisors should report to an official who should take the lead in the work of the higher education of the whole postal establishment. That man himself should be at the head of a model post-office—the post-office of the city of Washington, which should be domiciled in the Post-Office Department building and should become the high school, as it were, for the postmasters, new and old, from all over the country, who visit the capital. Here the valuable mails of Congress and the Executive Departments would be handled with greater safety and care. The postmaster of the city, without increasing the expense of the Department, might readily become the Fifth Assistant Postmaster-General, in charge also of the educational and civil-service work in the entire service and its thousands of post-offices.

The Postmaster-General thus relieved of the dead-weight of numberless details, which would be left to the equally safe and prompt action of experienced and less occupied assistants, could intelligently exercise the functions of an administrative officer. He could apply the inventive and creative power of a mind freed from minor things, to the larger work of executive management of greater organization. He would do the planning, originate new ideas and inaugurate new methods, revise and make more practical and effective the regulations, study the systems of other countries, superintend the heads of departments, and

give constantly the touch of life to the entire system, making it more representative of the commercial energies and social requirements of the American people. He would ascertain by investigation, study, and experiments, and by encouraging invention, possible improvements that would make the postal organization an agency of larger service and greater convenience. Many of the newer and more useful discoveries in applied science might be utilized and fashioned into a quicker and more satisfactory service than the present agencies, which are now plainly proving themselves too slow. He would secure transit for mail on faster schedules; provide quicker collections and distributions in cities and towns by pneumatic tubes or other improved and more rapid couriers than now exist; push forward American mails as the forerunner of the extension of American commerce; lift the entire service into a larger usefulness for the people and a larger increase for itself.

These and other possible improvements would all be open to the research of a Postmaster-General. His would be the duty and opportunity to study them and the power of the Government, and the interest of the people would aid and stimulate him to lead in enterprise, departures, and experiments. The different things new and good, of possible utility by way of improved and quicker methods, or by way of applying discoveries in science to the practical use of the people, adding to confidence in the business world or pleasure in social life, should be diligently ascertained and promptly applied. The expanding energies of the human mind, the rapid progress and practical achievements of science, should be seen first rather than last in the conduct of the Government business.

The venerable clerk who is always with us, faithful to tradition and proudest of all in remembering precedents, should not worry and retard a progressive Department in this progressive age by making a wall of an opinion delivered in 1823 or citing a precedent that governed in 1848. And especially should the postal service utilize in this advanced time of the world everything that can make the mails anticipate the wishes and expectations of the people. The one man who should be expected to ascertain and apply to the postal service all possible better agents, whether they be thus employed in the business world or developed in science, is the Postmaster-General, who under the present methods is allowed no time for studying such great questions or for dealing with anything more than the passing subjects of every day.

#### A NEW DEPARTMENT BUILDING.

The Washington city post-office has long been a reproach to the capital and a disgrace to the country. It surely will not be tolerated much longer. I have to report still further evidence of its inadequacy. A commission made up of the First Assistant Postmaster-General, the Second Assistant Postmaster-General, the Commissioner of Pensions, the Supervising Architect of the Treasury, and the Postmaster of the

City, proceeded, under authority granted by a recent act of Congress, to find out whether the court of the Pension Building might be used for a new local post-office. An additional task was to see if other and better quarters could be procured. The commission has reported elsewhere that the court of the Pension Building could not be made suitable even by a lavish outlay of money, and that the business of the Pension Office would be seriously impeded, even if the health of the clerks was not impaired by such a change. Five other places, mentioned in reply to advertisements, were also examined. All were found to be poor. The present quarters, wretched as they are, must be endured, and the only thing left to recommend is that the insufficient and unworthy building on Louisiana avenue should be leased again at a very high rent, provided that the lessor will expend a certain sum for repairs to make it habitable.

While the offer is made by private enterprise to erect a suitable post-office building if a long lease can be secured, it is poor economy to enter into such a contract. It is better to suffer the present inconvenience for two or three years until the Government can erect a good building. The suggestion is made in some quarters that a separate structure be built for the city post-office, and that a commodious edifice be built somewhere else for departmental use. The true idea, however, is to group all the postal business and the city post-office under one superintendence in one well-planned building, to be in every sense a model home for departmental and post-office work.

The cramped condition of the departmental force is well stated elsewhere by the chief clerk. In 1880, when the city post-office had to be moved away from the departmental building, there was but one office, the topographer's, maintained outside. As early as that, Postmaster-General Maynard realized the absolute necessity of some comprehensive improvement in the very near future. Now there are five branch offices maintained outside of the departmental building, and, although almost 400 clerks have been moved to these additional quarters, yet a larger number than ever before crowd the present building. Compared with the other Departments, the Post-Office Department fare badly in this respect. Each clerk in the State, War, and Navy Building has a third more space to work in than one of ours. The hallways of the Post-Office departmental building are jammed full of files, and made not only uncomfortable but unhealthy. Two hundred and forty thousand quarterly reports are received annually from the postmasters, and 480,000 weekly statements come in each year from money-order and postal-note offices. Money orders and postal notes alone to the number of 17,000,000 annually have to be handled. All of these files and records must necessarily be preserved a certain time, and although they are destroyed as promptly as seems proper they are constantly in the way.

The question is simply whether the Government cares to go on in this

way or not. Here in Washington mails of the Departments and of the two branches of Congress must be collected and dispatched to all parts of the country. In the present city post-office the clerks, who have doubled in numbers since 1879, when the city post-office was first leased, simply can not perform promptly this important work. A delay over night is a day's delay, and a delay over night is a common thing. The Government is paying \$20,000 annually for the use of small buildings scattered about the city; buildings which accommodate these branches of the Post-Office Department but poorly, and which, scattered as they are, add to the cost and impair the efficiency of the whole service. The entire postal business carried on in Washington should be conducted under one roof. This is the creditable way; it can also be shown that it is the economical way; and in view of these facts, it is respectfully recommended that a commission be appointed by Congress to select a site and forthwith purchase a suitable property upon which to erect a new building in which to consolidate the bureaus of the Department and the city post-office.

## GROWTH OF THE POSTAL SYSTEM.

It is related that Postmaster-General Benjamin Franklin was quite occupied and not a little troubled by the management of seventy-five post-offices. From the small beginning indicated in the early records the postal system has grown marvellously. In fifteen years its advancement has been even more astonishing, as the following figures are enough to show:

Year.	Post-offices.	Length of routes (miles).	Gross revenue.	Total pay of post-masters.	Stamps issued.	Stamped envelopes and wrappers.	Postal-cards.	Money-orders.
1874.....	34,300	270,000	\$26,500,000	\$5,800,000	632,000,000	136,500,000	91,000,000	\$74,400,000
1890.....	43,000	344,000	33,300,000	7,700,000	878,000,000	207,000,000	273,000,000	100,300,000
1905.....	54,999	416,159	54,175,611	13,168,990	1,961,980,840	432,782,300	386,808,500	115,081,845

The following statement shows the number of employes in the various branches of the postal service and the total number to date:

## Clerks:

First-class offices.....	5,936	
Second-class offices.....	1,873	
Third-class offices*.....	4,766	
Fourth-class offices*.....	34,889	
		47,466
Carriers.....	8,830	
Subcarriers.....	2,005	
		10,835
Railway-Mail Service, total employes.....	5,640	

\* The last two items estimated.

**Contractors:**

Star-routes .....	6,534	
Steam-boat .....	134	
Railroad .....	2,113	
Substar-route .....	10,396	
Substeam-boat .....	13	
	<hr/>	19,190

Mail messengers ..... 6,434

Special-delivery messengers ..... 928

**Postmasters:**

First class .....	102	
Second class .....	517	
Third class .....	2,043	
Fourth class .....	57,176	
	<hr/>	59,838

Employés in Post-Office Department..... 604

Grand total of employés in postal service..... 150,935

The magnitude of the work that requires 150,000 men every working day in the year is something to ponder. Many of these men in line and staff are devoted and enthusiastic. The Postmasters-General have wrought with great ability, but the country grows so fast that the Post-Office Department unconsciously has lost step and fallen behind in the steady march of quickening enterprise.

**GOVERNMENT TELEGRAPH RATES.**

By an act of Congress approved July 24, 1866, the Postmaster-General is directed to establish annual rates for the telegraphic service of the Departments of the Government. The act says:

Telegrams between the several Departments of the Government and their officers and agents, in their transmission over the lines of any telegraph company to which has been given the right of way, timber, or station lands from the public domain shall have priority over all other business, at such rates as the Postmaster-General shall annually fix.

In view of the privileges granted by this act to telegraph companies to enter cities and traverse roads everywhere, and, further, in view of the fact that by this concession telegraph companies are permitted to interfere with the Post-Office Department in its business of transmitting correspondence, diminishing the profits thereof to the advantage of stockholders of telegraph companies, and, moreover, in consequence of the rates to members of the Associated Press syndicates throughout the country, I proposed to the various telegraph companies that a rate should be made to the Government of one mill per word which was practically two mills a word as messages are usually counted. It was asking that the service should be done for one year for about \$25,000.

The Western Union telegraph company had required the Government to pay for a number of years past a large sum of money for what it does for other customers for nothing, to wit, payment for the name of the place from which the messages are sent, the person's name, the official

title, the place forwarded to, and the signature, which on short messages have practically doubled the body-word rates. The expense of telegraphing, according to the reports of the Western Union Telegraph Company, for a number of years had been reduced about 15 per cent., while no reduction had been made to the Government. It therefore seemed to me, all things considered, that the telegraph companies could be reasonably expected, for a time at least, to do the business of the Government at a merely nominal rate.

At the same time the Postmaster-General sought consideration, first, for an exceptional rate for the Department messages believed to be warranted by the rates to others and the assistance rendered by the Government to the telegraph companies under the act of 1866; and second, (incidentally and not connected with the subject of fixing rates), he endeavored to obtain consideration for a proposition to establish, not for Government business but for the people at large, a limited service at lower rates, using the post-offices, stations, and ordinary deliveries of the post-offices, according to a plan to be prepared for submission to the Fifty-first Congress. The idea was, to connect the telegraph wires with all the free-delivery offices and to take messages at or about one-half the current rates, delivering by letter carriers by regular deliveries.

With no other liability for telegraphic messages than that for the ordinary mail; with no necessity for booking messages, or auditing and keeping cash accounts; by using postage stamps in payment as for letter postage, the cost of the service would be reduced and the rate could be fairly reduced on telegraphic messages. The delivery of such telegraphic messages in another city on the day they originated seemed to me to offer an accommodation that vast numbers of people would avail themselves of, especially for communications of a social and family nature, if the service could be performed at lower rates. The equipment of the post-offices seemed to be all ready to do this cheaper service.

The negotiations were not fruitful, except in a general public discussion of the subject of telegraphy. The fact was developed that certain favored customers had rates as low, if not lower, than the Government, and that the Western Union Telegraph Company held that the concessions of the Government under the act of 1866 were of no value. It was also proven to my satisfaction that special contracts were made for large numbers of words at the rate of a mill a word, and that individual members of the Associated Press syndicates are charged the rate of a mill a word and less. It is fair to state, however, that the press messages ordinarily yield to the company, through duplication, a larger rate than a mill a word. For example, a message sent for the Associated Press from the hands of one operator is received simultaneously by ten others or more, and the cost of the message is divided among ten customers. To lessen the expense to the company it was proposed to take the Government messages from direct wires at the various De-

partments. No agreement was reached on a reduction of rates, and there was no proposition of concession, except an offer of Dr. Norvin Green, president of the Western Union Telegraph Company, to extend the circuit of 1,000 miles to 1,500 miles, at the old price, and simplify the rate for extra words. As this offer covered only a small portion of the business of the Government, it seemed of trifling value, and the Postmaster-General declined it.

In view of all the foregoing facts, I endeavored to obtain an exceptional rate for the present year. The justice of my position, however, was not admitted by the Western Union Telegraph Company. The lapse of time in fixing the rates causing some embarrassment at the accounting desks of the Departments, and desiring to avoid further controversy, I felt obliged to determine the rates, which I did, waiving all other considerations and basing the same upon commercial and transportation rates to favored customers, and upon rates that had been in force for the public generally preceding the time when the Western Union Company absorbed competing lines. The rates fixed by the order of October 30, 1889, to be in effect from July 1, 1889, excluded payment for all words outside of the body words. The order was accompanied by a suggestion for the appointment of a commission to ascertain the cost and value of telegraphic service in order amicably to agree on a basis on which to fix rates at the proper time for the ensuing year.

The Western Union Telegraph Company declares the new rates fixed on the basis above mentioned to be a "confiscation of its property," and, though continuing the service, declines to accept the rate as final payment. It proposes to make its claim in the courts, but offers to submit the question of rates for this year to a board of arbitration such as proposed by the Postmaster-General to ascertain rates for the ensuing year. The entire correspondence is full of valuable information and is printed for reference on the pages following this report.

The act of Congress directs the Postmaster-General to fix rates, but gives no authority under which he may appoint a commission to inquire into the costs and value of telegraphic service. It will be necessary, therefore, if the course suggested be approved, to authorize the Postmaster-General to proceed in the premises.

I confess to a disappointment in that the negotiations with the Western Union Telegraph Company did not lead to a scheme which I hoped to submit with this report for your approval, whereby the people at large could have the benefit of telegraphic service at popular rates. It is stated that merchants, bankers, and newspapers are now the principal customers of the telegraph companies in this country. The statistics of the telegraphic system of continental countries show that a large proportion of the customers (50 per cent. is stated by some persons) are family and social messages, and not from business sources. With a lower telegraphic rate and with stations at the windows of the post-offices, to which ladies are accustomed, an entirely new class of business



would grow up, affording great convenience to many not now in the habit of using the wires. The telegraph is defined to be "an instrument for conveying intelligence beyond the limits of distance at which the voice is audible." This definition would apply equally to the post-office, and is in fact the object for which the post-office was established.

The great propriety and advantage of a united service can not be questioned from a point of convenience and economy to the people. There is no reason whatever why the night messages of the telegraph companies should not be delivered as postal matter by the first morning delivery of the carriers. This is proper post-office business, and would add to the profits of the Department. The vast net-work of wires covering the country could easily reach many of the village post-offices and benefit more people than by stopping at the railroad stations, which are often a mile or more distant from where the people live. An experiment could be easily and quickly made to ascertain whether the demand for cheaper telegraphic service exists as is claimed. It could be done without any outlay of money by the Government, and with no interference with existing telegraph interests, inasmuch as it would create, as stated, a new class of business. Moreover, many people becoming acquainted with the uses of the telegraph, would wonder how they ever managed to get along without it; and would find themselves using the swifter service as well as the limited, and financially guaranteed messages would continue to be confined to and carried by the existing corporations.

A contract should be made with telegraph lines now in operation, or that may be hereafter built, under advertisement and public bid, at the most favorable rate that can be obtained, in the same manner as the Post-Office Department now contracts with railroad companies for the carrying of letters and postal cards, connecting the wires with free-delivery and other designated post-offices, and receiving messages to be delivered in each instance at the next carrier delivery after their receipt in the city to which they are sent. Some of the free-delivery offices deliver mail ten times a day, some six, and few less than four. A Washington message to New York or Boston, announcing that the sender is leaving by train and is to be met at the station, or any kind of message which will be in season if delivered the day of starting, would fall into one of several regular deliveries at the office connected by telegraph in the other city. The slower service would answer all purposes for numbers of people. No additional expense is required for office or clerk hire. One expert telegrapher could be selected when the postal clerks are appointed. If there was sufficient telegraphic business wholly to employ one man's time, so much the better. A clerk could be assigned for this particular work and the service would be that much more likely to be profitable. Repeating the fact of no other responsibility in this limited telegraph bureau than that for ordinary mail; no expensive system of copying and recording; by using postage-stamps

for payments, no cash accounting needed—the low expenses would justify low rates for the people's benefit. It is believed that a rate of 1 cent a word would make a self-sustaining service and in a short time be a source of profit. If each money-order office sent but three messages per day there would be 27,000 messages, which would be a good business. Connecting the money-order offices by wire, payments of money could be telegraphed by private code to various points free, or at a trifling cost, and add to the convenience of many people.

I respectfully ask that such legislation be enacted as is necessary to empower the Postmaster-General to enter into contract with responsible parties for a term not exceeding five years, with a privilege of renewal, on conditions favorable to the Government, for the purpose of establishing a Limited Post and Telegraph Service.

#### OPERATIONS OF THE CIVIL-SERVICE LAWS.

The departmental six hundred and four employes are all under the civil-service rules except the heads of divisions, and the watchmen, laborers, and charwomen. The branch of the service to which civil-service rules were last applied was the railway mail service. Inasmuch as particular interest has been drawn to the re-organization of this department, I feel called upon to refer to the facts in detail. The force consisted on March 4, 1885, of 4,356 men, who had entered the service under a system of examinations and probations established in 1877 by Postmaster-General Key, by which the service attained a high degree of efficiency. A somewhat similar system as to examinations had been followed voluntarily for a number of years previously.

*Changes made in the Railway Mail Service during the four years from March 5, 1885, to March 4, 1889.*

Year.	Remov-als.	Resigna-tions.	Probationer's dropped.	Deaths.	Totals by years.
March 5, 1885, to March 4, 1886.....	508	509	394	29	1,440
March 5, 1886, to March 4, 1887.....	440	453	91	25	1,015
March 5, 1887, to March 4, 1888.....	503	320	119	41	982
March 5, 1888, to March 4, 1889.....	571	664	103	32	1,362
Totals.....	2,028	1,937	707	127	4,799
Whole number on roll, March 5, 1885.....					4,356
Whole number on roll, March 5, 1889.....					5,834
Average clerks on the roll for each year.....					4,845
Total changes made during the four years.....					4,799

By an order of President Cleveland, dated January 4, 1889, the civil-service rules for the railway mail service were approved, to take effect upon a date subsequent to the expiration of his term of office. It was impossible for the Civil Service Commission to make proper examinations and prepare lists of eligibles by the date fixed. Upon their own letter of request to the President the time was postponed to May 1. When the 1st of May arrived there were yet remaining fifteen States

and Territories in which no examinations had taken place; but the President declining to extend the time, the force came promptly under civil-service rules.

It is proper to say that no other branch of the service had so many complaints against it as the railway mail service, and it was deemed best to remove immediately and rapidly inexperienced men of recent appointment, and others whose records seemed to have fallen, and replace them with as many of the old clerks as could be found, who had had long training in the service. This was an instance where the places sought the men, and not the men the offices. The years of actual service within the railway postal cars seemed the best proof of fitness for appointment.

The following tables are also instructive:

*The actual changes in the Railway Mail Service from March 4, 1889, to April 29, 1889, inclusive.*

Appointments to fill vacancies created by resignations, expiration of probations, and deaths .....	494
Other appointments:	
Old clerks restored .....	887
New clerks appointed .....	551
	<hr/> 1,438
Total .....	1,932
Colored men in the service March 5, 1889 .....	36
Colored men in the service May 1, 1889 .....	127

The total number of railway postal clerks in the service on the 4th of March, 1889, was 5,334. The re-instatements and appointments of new men from March 4 to July 30, 1889, were 1,932, leaving undisturbed 3,402 of those previously appointed; or nearly two-thirds of the whole number that were in place when this administration came in power still in place. This is so different from the current statement that I make record of the facts as a matter of information and reference.

The civil service rules became applicable to the inspector division on July 1, 1888. The work to be done by the post-office inspectors relates to depredations of the mail, defalcations, and irregularities in the offices. Their duties are complex and variable, and can rarely be measured by uniform rule. It is a personal and confidential service, requiring a class of men of the utmost quickness and discretion, men with eyes and ears that are always alert and nerves that are always steady, keen to track a stage-coach robber on the frontier or discover the missing mail on the railway post-office routes or at the postal stations, or lost in the street letter-boxes. It is imperatively necessary for the Department to obtain the highest order of talent for this delicate and indispensable service. The losses from the mail continue to be too large; the postmasters continue to need the assistance of the special agents of the Postmaster-General.

The postal department has an individuality of its own. The ordinary good clerk of the Government might suit perfectly well in any other of the civil places, but for post-office work he must almost learn a trade. There ought to be a kind of apprenticeship with promotions that would produce motion throughout the ranks from lowest to highest place. The post-office should be a school for the railway mail, the railway mail for the Department, the Department for the division chiefs, and the highest places in the service. The qualities that make a good postal clerk are of a high order—on his memory, accuracy, integrity, hang the engagements of the business and the social world. An idle minute on the railway post-office car may be felt across a continent. The unready pouch, carried past the railroad junction, goes to the next station to be returned to await the lost connection. That one wasted minute often means a mail ten hours late all the way along a run of 1,000 miles. The postal service is no place for indifferent, or sleepy, or sluggish people.

With 150,000 employés rightly selected, who feel a proper pride in representing the Government and are alive every day to improvement, the postal service would soon become the best in the world. It may be gravely questioned whether the present mode of selecting inspectors will furnish the peculiar ability which the Government should command.

#### SUPERANNUATED EMPLOYÉS.

In the Post-Office Department and the Sixth Auditor's Office, upon the prompt and intelligent dispatch of business in which the successful administration of postal affairs so much depends, there are nearly fifty employés who are sixty-five years of age or more. Some of these worthy people are still efficient, but a considerable number have become incapacitated through the infirmities of age from discharging the full duty demanded of the average clerk in the same grade. These have been provided with more or less easy tasks, and are permitted to continue in place. Certain others are almost wholly incapacitated by weight of years, and a few render but slight service because of continual illness. I have found one who has rendered no service whatever for about four years, and who has regularly drawn salary during the whole period. It is maintained that this person was injured while on duty in the Department, and several of my predecessors have declined to order removal.

I feel deeply that it would be a gross injustice in many instances to discharge these veterans of the service, who have spent the greater part of their manhood and womanhood in the Government service, who are without other means of support, and who have neither the opportunity nor the qualifications to secure remunerative employment elsewhere. At the same time a sense of responsibility as an executive officer urges me not to refrain from saying that the public service would be placed upon a far better plane and the departmental business would be more promptly and

intelligently conducted were these elderly clerks, worn out in the harness, replaced by younger and more active ones. The former are a constant drag and their continuance in employment means simply that the greater part of the duties which should be assigned to them must be performed by their more youthful fellows. This is manifestly unjust to the latter as well as to the Department as a whole, because it is charged with a certain number of employes each of whom is supposed to render a full equivalent for the compensation paid.

The practice of retaining these superannuated clerks through motives of humanity because no other provision is made for them has grown to be a serious embarrassment. I admit and agree to the objections urged against a civil pension list, but I respectfully suggest some action be taken to relieve the present situation. Authority to retire the clerks who have arrived at a certain age upon the report of three Bureau chiefs and allow one year's pay upon such retirement will alleviate much of the suffering which would otherwise ensue, will not involve a permanent charge upon the country, and will be of great economy and vast advantage to the departmental service. It is suggested that the necessity for some provision of this kind will become greater with the advance of time.

## RESIGNATIONS AND REMOVALS.

Some statistics of appointments, resignations, and removals are interesting. The figures with reference to Presidential offices between March 4, 1889, and July 1, 1889, are as follows:

By deaths .....	24
By resignations:.....	176
By expirations.....	105
By offices becoming Presidential.....	119
By removals for various reasons .....	136
<b>Total .....</b>	<b>560</b>

Of these 55 were removed upon inspectors' and other official reports; 23 others had served over four years, 22 others had an average service of nearly four years, and the remaining 36 were removed to secure a better service.

The statistics furnished by the First Assistant Postmaster-General, giving the totals of changes in offices of all classes, are as follows:

*Changes from 1885 to 1889 inclusive.*

	June 30, 1885.	June 30, 1886.	June 30, 1887.	June 30, 1888.	June 30, 1889.
On resignations and commissions expired.....	6,204	9,112	6,863	6,521	8,854
On removals.....	810	9,566	2,584	1,244	7,853
On death of postmasters.....	412	587	589	659	553
On establishment of new offices.....	2,121	3,482	3,043	3,864	2,770
<b>Total.....</b>	<b>9,547</b>	<b>22,747</b>	<b>13,079</b>	<b>12,288</b>	<b>20,030</b>

The following is a statement, taken from the records by the appointment clerk, showing the changes made in the excepted places in the Post-Office Department from July 1, 1888, to March 4, 1889, and from March 4, 1889, to June 30, 1889. The number of soldiers included are given :

Changes from July 1, 1888, to March 4, 1889.....	42
Soldiers appointed .....	4
Soldiers resigned, removed, etc .....	11
Of whom three were promoted to higher grades.	
Changes from March 4, 1889, to June 30, 1889 .....	48
Soldiers appointed .....	8
Soldiers resigned and removed .....	8

Of the forty-two changes from July 1, 1888, to March 4, 1889, sixteen were for resignations and seven for removals.

Of the forty-eight changes from March 4, 1889, to June 30, 1889, twenty were for resignations and eighteen were for removals.

#### FOREIGN MAILS.

A wide-spread demand exists for prompt, regular, efficient and speedy mail service to foreign countries, especially to our Central American, Mexican, and South American neighbors, and to the trans-Pacific countries. It seems to be universally conceded that the policy which other nations have adopted in the treatment of steam-ships engaged in foreign mail service, of paying them liberally for such service, has caused lines to be maintained which otherwise could not have existed. The British post-office in the year 1888 expended in its foreign mail service \$5,150,003, being \$1,470,000 more than its receipts from this source. France, in addition to the bounty which it provides for the construction of steam-ships, pays as compensation to the ship-owner at the rate of 30 cents per mile per ton for each thousand miles traveled. Germany, Spain, and Italy pursue the same policy. The total expenditure of the United States Government to foreign steam-ships for mail service during the last fiscal year was \$396,582.51; while the amount paid to American steam-ships for similar service was \$109,829.14.

The law gives to the Post-Office Department a wide discretion in the matter of payment to railroads, coastwise steam-ships, inland steam-boats, and to every species of mail transportation except only in respect to the payment to be made to American steam-ships engaged in the foreign trade. In dealing with this important factor the Department finds itself hampered by the provisions of the law enacted in 1858, which limited payment to be made to American steam-ships to the sea and inland postage actually earned. The maintenance of this law on the statute-book is probably the result of oversight. At that time the rate of postage was somewhat commensurate with the extent of the service rendered, and the average rate per half ounce for letters to the countries referred to was about 25 cents. Since then the United States entered into

postal treaties with other countries by which this rate was reduced to a maximum of 5 cents, which is one-fifth of the former rate, and this country obligated itself by such treaties to cause letters to be forwarded at that rate. All other contracting nations make compensation to steam-ships irrespective of this 5-cent rate.

The law referred to not having been repealed after the enactment of the postal treaties, as it was probably intended, compels this Department to restrict payment to sea and inland postage, no matter how manifestly inadequate such payment may be. It must not be forgotten that our ports are open to the vessels of every nation engaged in the foreign trade and closed only to foreign ships engaged in the coastwise business. No restriction in payment exists upon the statute-books to American ships engaged in the domestic trade, though they are protected from foreign competition. The restriction referred to does exist as against American steam-ships engaged in the foreign trade, who are compelled to encounter the opposition of foreign steam-ships, in many cases liberally subsidized, and in every case where mail carriage is performed at least liberally compensated.

There is only a single instance in which the Department is free to make contracts that afford just compensation for mail carriage from domestic to foreign ports, and that is the transportation between Tampa, Fla., and Havana. There is no reason why the principle which governs this case should not be extended to all cases in which American steam-ships are engaged. The result of this restriction is that few American steam-ships are engaged in foreign trade, and where they do exist it is because of liberal payment made by foreign governments to those steam-ships for the carriage of the mail to the United States. This Government, on the other hand, pays inadequately for the outward carriage. Illustrative of this is the line from Newport News to Brazil, and also the line from San Francisco to New Zealand and Australia. Neither line could probably maintain itself except for the payment made for mails to the United States, the amount paid for outward mails being greatly disproportionate to that paid by Brazil in the one case, or the British colonies referred to in the other.

It is hardly the province of the Post-Office Department to descant upon the importance of encouraging American steam-ships to ply to foreign ports, or to lay stress upon the tremendous increase of trade with foreign nations that follows the establishment of American steam-ship lines between this and other countries, as has been the case in the Australian service referred to, where exports from this country have increased at a steady ratio of more than 10 per cent. per annum since the first contract was made by the British colonies with American steam-ship lines, but it is pertinent to refer to its powerlessness to contract with American ships for the purpose of securing speedy, regular, and adequate service with foreign countries; and I recommend that the

barrier which the present law creates be removed, and that the Post-Office Department be authorized in its discretion to make contracts with American registered ships of defined tonnage and prescribed rate of speed for a period of years, after due advertisement shall have been had and opportunity for competition afforded, so that while just pay may be given to the carrier the Government may be able to obtain service in all directions that it may deem important.

Should it be thought best to restrict the aggregate expenditure to be made in this direction, I call attention to the fact that the receipts from the trans-Atlantic mail service in excess of its expenditures during the last fiscal year, making no allowance for inland carriage, have been \$639,617.38, and the aggregate disbursement to be made by this Department for this service, should it be deemed advisable, could be limited at least to the profits accruing therefrom.

In extending mail facilities to countries to which they do not now exist, some basis of compensation other than that of the volume of mail carried must manifestly be had. It has been suggested that the rate of postage to foreign countries should be reduced, but as these rates include, without further compensation, the performance of the attendant inland service, the present rate is quite low enough and should be maintained at least until such time as adequate facilities in the foreign service have been fully provided.

The establishment on ocean steam-ships of a system similar to that in the railway post-office cars, in order to prepare the foreign mails for instant dispatch on arrival at port, has had much attention, and the Department is now in correspondence with the postal authorities of the German Empire and one of the principal transportation companies looking to this end. The subject will require conference with each of the foreign nations before any change in the present system can be inaugurated. The adoption of a Marine Post-Office system would be a great advantage to the business world, and on days when vessels arrive after 1 o'clock in the afternoon it would often make a difference of one day's interest on remittances that under the present system can not always be delivered the same day. A Clearing-House centrally located near the steam-ship docks for the handling of foreign mails only, to transfer the outgoing mails direct from railroad stations to steam-ships without passing through the New York City post-office, and to dispatch instantly the properly separated arriving mails to the railroad stations, excepting the New York City mail, will allow the outgoing mails in each city to remain open later and speed the delivery of all incoming mails. The experiment that has been made at the Boston office in dispatching the foreign mails direct to the ships, instead of through the New York office, has clearly demonstrated the practicability of keeping foreign mails open longer in the interior cities.



## SUNDAY MAILS.

Early in the present administration the subject of Sunday mail service was brought forcibly to the attention of the Department through numerous letters and memorials from individuals and associations. On the 18th of May last a circular letter was addressed to the postmasters at one hundred of the largest post-offices in the United States. The following is a copy :

SIR : With the view of ascertaining the relative importance of the receipt and dispatch of mails at post-offices and the delivery therefrom to the public on Sunday, as compared with the same on the other days of the week, and in order to reduce the work on that day if it should be found practicable and proper, I will thank you carefully to collect information on the following points as applied to Sundays in the coming month of June, and make report thereon in detail to me, to wit :

(1) The amount of postage-stamps, postal-cards, newspaper wrappers, etc., sold at your office on each Sunday in June.

(2) The number of callers at your post-office on each Sunday in June.

(3) The number of mails dispatched and received on each Sunday in June and the approximate extent of such mails.

(4) The number of letter-carrier collections, the approximate extent of the mail matter collected, and the hours at which the several collections were made.

(5) The number of employes on duty each Sunday and the hours of service of each.

I shall also esteem it a favor if you will submit to me, with these replies, any suggestions which may occur to you, after careful thought, as to the means and the mode of reducing Sunday work in post-offices.

The replies to the queries were received in due time, accompanied in many instances by suggestions, and they were tabulated so that results might be seen more readily. They show that as a rule the sales of postage-stamps and stamped paper on Sunday are comparatively insignificant, and that the callers for mail matter on that day comprise but a very small proportion of the patrons of the post-offices. The letter-carrier service in cities is confined substantially to the collection of matter so that it may make the earliest dispatch, and to a brief accommodation of the residents of the various routes by the carriers at the post-offices.

The general tenor of the suggestions as to the means and the mode of reducing Sunday work in the post-offices seems to be that so long as there is maintained a railroad service on that day for the carriage of mails there must be either a corresponding local service for the handling and treatment of the matter so carried or quite a general delay of such matter, resulting in considerable accumulations for the first business day of the week, and in the consequent derangement of the business, both of the post-offices and their patrons.

This subject shall continue to receive my thoughtful consideration, and I shall make use of all proper means tending toward the minimizing of post-office work upon Sunday, because I believe that the Government should, as far as possible, make no requirements which will prohibit its employes from the enjoyment of a day of rest.

I have inquired somewhat as to the way in which this question is dealt with in other countries, and have been much interested in the

information gained as to Sunday service in the postal establishment of Great Britain. The post-offices in the London district are closed on Sundays, with the exception of a few which are open during certain hours for the receipt and dispatch of telegrams only. There appears to be a total cessation of postal business in that great city upon Sunday. Such is not the case, however, in the town districts, with the method adopted as to the treatment of the subject in its application to the smaller post-offices. In one respect, at least, the Sunday service at British post-offices is more extensive than in this country, namely, that at all offices which are open on Sunday, the public are allowed, not simply to purchase postage-stamps, but also to have letters registered during the time such offices are open, namely, from 9 to 10 in the morning, and one other hour at least. Neither registry nor money-order business is transacted in any post-office in the United States on Sunday.

The British regulations state that in no provincial town in England or Ireland is there more than one delivery of letters on Sunday. As a rule, there are no deliveries in this country on Sunday. It is provided that any person may prevent Sunday delivery of his own mail by addressing to the postmaster a written request for the retention of such mail in the post-office. Applications for the discontinuance of the delivery of letters on Sunday in the town districts can only be entertained provided they are supported by the local town authorities, and that satisfactory evidence is afforded that the inhabitants are unanimous, or substantially unanimous, in desiring the change; and in rural districts every memorial for the establishment or discontinuance of a Sunday post must bear the signature of those persons who receive two-thirds of the letters delivered upon the post, otherwise the application can not be entertained.

I shall study this subject with the hope of finding some plan to give effect to the will of the majority of the patrons of each office.

#### RAILWAY MAIL.

The traveling postal-car, though a familiar sight, has but few real acquaintances among the people. It thunders on day and night over every railroad, full of bustling clerks, taking up sacks of mail, sorting them between stations and laying them down at proper destinations. Over five thousand men, full of intelligence and pluck, are on their feet swinging to the motion of the train, exposed to danger, deprived of their homes, making ready tons of letters and newspapers for quick deliveries.

The railway mail is the spinal column of the service. The most diligent and persistent effort has been made to strengthen it and with great success. The broken links have been mended, the cables of transit have been tightened and quickened. The transportation companies have shown a most gratifying interest in the request for special schedules for fast limited trains for mails only, and not for passengers. Probably no public service ever had a more devoted and enthusiastic

set of division superintendents than the railway mails, and the high-water mark for this service has been raised very high.

The new transcontinental mail made its first trip from New York to San Francisco, starting from both termini on the 17th of November. It ran through on time by a specially arranged schedule, which reduced the time westward from one hundred and twenty-eight hours and fifteen minutes to one hundred and eight hours and forty-five minutes, so that deliveries will be made in San Francisco a full day in advance of the present time. Eastward, the former time was one hundred and forty-one hours; this has been reduced to one hundred and twenty-one hours; and by this change also a full day is substantially gained to the business man of New York; and it may be suggested also that this quickening of the trans continental service means corresponding benefits to all intermediate regions.

Figures do not adequately convey an idea of the extensive operations of the Railway Mail Service. At the close of the last fiscal year mail service had been authorized upon 150,381.50 miles of railroad, upon 133,110.43 of which postal clerks were employed. There are forty-five inland steam-boat lines, aggregating 5,543.78 miles, on which postal clerks rendered service. The total number of clerks on railroad lines was 4,947, and on steam-boat routes 51; a grand total of 4,998 men, who traveled 124,021,032 miles on railroads and 1,849,703 miles on steam-boats in the performance of their duties. They distributed 7,026,837,130 pieces of ordinary mail, and handled 16,000,000 registered pouches and over 1,100,000 through registered pouches and inner registered sacks. The increase in the number of pieces of ordinary mail matter distributed over the preceding year was 1,192,146,255. The number of postal clerks on railroads increased by 306 and the number of miles in distance by 6,602. In the annual miles of service performed there was an increase of 82,054, or nearly 5 per centum.

#### MONEY-ORDER TRANSACTIONS WITH FOREIGN COUNTRIES.

An examination of the table giving the number and amount of the money-order transactions with foreign countries shows that the aggregate amount of money-orders issued in the United States for payment in European countries largely exceeds the aggregate amount of money orders issued in those countries for payment here. For example, the whole amount of money-orders issued in this country for payment in the United Kingdom was \$5,117,169.05, and the amount issued there for payment in the United States was only \$860,065.80. The amount issued in this country for payment in Italy was \$920,155.50, and the amount sent here from the latter country by money-orders was \$53,098.66. The amount remitted to Sweden by money-orders was \$743,905.07, and the amount received from Sweden was \$74,421.11. This great excess in the amount of money-orders issued in the United States for payment in the above mentioned countries is to be accounted for by the

fact that these money-orders represent remittances sent by emigrants from those countries, residing here, to aid their families and relatives at home, but in some instances these remitters sent their money to be deposited in Government savings-banks, to there remain until their return to their own country.

The table in question shows, on the other hand, that the aggregate amount of remittances by money-orders to the United States from the British West Indies, Japan, the Hawaiian Islands, and the Australasian Colonies of Great Britain largely exceed the amount of money-orders issued here for payment in those countries. For instance, the amount of money-orders issued in this country for payment in Jamaica was \$2,578 only, while the amount of the orders issued in Jamaica for payment here was \$82,656.74; the amount of the orders issued in the United States for payment in the Hawaiian Islands was \$4,734.28, and the amount of the orders issued there for payment here was \$29,666.39; this country issued money-orders to the amount of \$11,247.05 payable in Japan, while that country issued for payment in the United States money-orders amounting to \$22,217.89; and money-orders amounting to \$12,660.89 were issued in this country for payment in New Zealand, the latter country issuing for payment here money-orders amounting to \$19,029.86.

The excess of money-orders from the above-named countries paid in the United States is explained by the circumstance that these money-orders were sent mainly in payment of goods and miscellaneous small articles purchased in this country, there being but very few emigrants from the countries in question residing here.

It will be observed that the amount of money-orders issued in Jamaica and paid in the United States exceeded by \$8,235.63 the amount of money-orders issued in Sweden and paid here, while the amount of money-orders issued in the United States and paid in Sweden was greater by \$741,327.07 than the amount of orders issued in the United States for payment in Jamaica.

In the international money-order business between this country and Canada the difference between the amount of orders issued in each country for payment in the other is comparatively small; the amount of orders from the United States paid in Canada being \$1,281,897.69, and the amount of orders from Canada paid in the United States being \$1,419,271.42, a difference of \$137,373.73.

Although there are numerous Canadians living in the United States who send remittances to relatives in their native country, the amount of money-orders remitted to this country from Canada in payment of articles purchased here and of subscriptions to newspapers, periodicals, etc., more than counterbalances the amount of what may be termed "family remittances" sent home by Canadians residing here.

The object of the money-order system is to afford facilities to the public for the transfer, at cheap rates, of small sums of money.

Money-orders may be regarded as taking the place in the mails of paper money, which, in the absence of the money-order system, would generally be transmitted in ordinary letters by remitters of small sums, of whom a large proportion are unaccustomed to the use of bank drafts, which are, moreover, not readily procurable in many localities. The use of money-orders not only affords to the senders security from loss, but tends to exclude money from ordinary letters, in which the presence of money is always, in some degree, a source of temptation to persons handling the mails, and not infrequently brings about the rifling of the mails and the destruction of many letters in the search for contents of value. Some European postal administrations prohibit the inclosure of money or of articles of jewelry in an ordinary letter; if discovered therein, the letter is charged on delivery with a heavy fee in addition to the ordinary postage.

In the interest of the public as well as the postal service, the employment of money-orders for the remittance of small sums of money by mail should be extended as widely as possible. In furtherance of that object it would seem expedient for the Department to supply postmasters at the smaller money-order offices with circulars for distribution, in such manner as they might deem best, setting forth briefly the convenience and utility of the money-order system, of which many persons have no practical knowledge.

#### THE FREE DELIVERY SYSTEM.

There are at present 446 offices that accommodate the people with the mails at their doors. This is only about one-sixth of the number of Presidential offices; the other 2,216 oblige their patrons to call at the offices for the mail. Under existing law the extension of the free delivery is limited to cities of a population of 10,000 persons, or a gross revenue of \$10,000 annually. While this law stands the extension of the best form of postal regulations must be very slow. It is recommended that all places of a population of not less than 5,000, or where the post-office has shown a gross revenue of \$7,000 for the previous fiscal year, shall have the benefit of the free delivery system. This will extend the service to all the second-class offices, and to some of the third class, but in order to do this it will be necessary to amend the law to give the proper authority to the Post-Office Department.

#### BUILDINGS LEASED FOR POST-OFFICES.

On the 30th of June, 1889, the Department held leases on buildings occupied by post-offices and sub-stations to the number of three hundred and eighty-seven, at an aggregate rental of \$349,535.50, and an average rental to each office of \$856.43, and to each sub-station or branch post-office of \$1,158. Of these leases five of them only are ex-

ecuted for offices of the third class. At the date named above one hundred and twenty-six post-offices occupied buildings or parts of buildings owned by the United States, and between twenty-four and twenty-five hundred offices of the first, second, and third classes occupied premises owned by private parties, all without leases except the number stated above.

The law authorizes the payment of rent at offices of the third class not exceeding \$400 to any one office, and limits the term of lease at such offices to one year, although a term not exceeding five years is permitted at offices of the first and second classes. I fail to see any reason for this distinction, and I recommend that in this respect third-class offices be put on the same footing of those of the higher grades. One of the advantages of leasing for a term of years is the facility thus afforded of obtaining cheap rental. The owner of a building would, as a rule, be willing to let his premises at a lower price for five years than for one year. There is, therefore, economy in reasonably long leases, and there is no risk to the Department in making the term uniform at five years, in view of the fact that one covenant of the lease in use revokes it at the pleasure of the Postmaster-General whenever the revenues of the office bring it below the class at which rent may be paid by the Department, and the further fact that any lease may by its terms be terminated on a notice of ninety days. The advantages in all such cases are on the side of the Department.

I recommend, also, that in order to secure buildings especially adapted to the use of post-offices, the Postmaster-General should be allowed some discretion as to the length of the lease term. It is believed that in many instances new buildings would be erected by the owners, on plans suggested by the Department, and at no greater cost than under the existing provisions of law, if a lease of ten years were permitted; and I suggest that such changes in the law should be made as will admit of the exercise of this discretion in certain cases.

I renew the recommendation of Postmaster-General Vilas in his annual report of 1887, for the construction of buildings by the General Government for the exclusive use of post-offices at towns and cities containing a certain population, or where the gross revenues of the office reach a certain sum; and I suggest that such buildings might be erected at the free-delivery offices. At such places the rent now paid largely exceeds the average cost for rental named above. But if it did not exceed the sum of \$856.43 (the average cost per office) there would be economy for the Government by ownership of said buildings, for I am well convinced that they could be constructed and fully equipped at an average cost that would bring the annual interest thereon at Government rates greatly below \$800 each.

## PENNY POSTAGE.

One cent postage is an easy possibility of the near future. It must come as a matter of course. If introduced to-morrow the cutting in half of postage would reduce the revenue on letter postage by probably \$15,000,000. We are not ready for this while the present deficiency exists. When the blessing of penny postage comes it should not require a tax in some other form to make up its cost. Moreover, it would seem to be wiser first to improve the facilities rather than to reduce the postage while the service still remains conspicuously imperfect. Many remote places have but one mail a week. Others are only one-half as fortunate. Sparsely settled portions of the country have very limited accommodations owing to the high cost of transportation.

Four new States have just been admitted to the Union, which will claim and urge rights for generous mail facilities in the interest of rapid emigration. Numerous reforms throughout the mail service are earnestly demanded. The whole system needs tightening up and vitalizing. We must needs work in that direction for a year or two and try to reach something near a self-sustaining basis. Do first the things most needed, and do them well. Accelerating and extending facilities in all directions would increase the revenue and rapidly bring us on towards penny postage. Everything can not be done in any one year. The new postal-card of large size, very soon to be issued, is almost large enough to be called a letter-postal card. It is as near penny postage as we can get at present.

## POSTAL SAVINGS-BANKS.

If the letters and arguments presented at the Department and articles in the newspapers are an evidence of interest in this subject there is a steadily growing sentiment in favor of the Government offering through the post-offices a depository for savings. Foreign countries have for many years past extended these conveniences for the people and good results are reported without exception.

The report of the Postmaster-General of Great Britain for 1889 says:

The growth of business in the savings-bank has been exceptionally rapid during the year 1888. \* \* \* The deposits in the year numbered 7,540,625, amounting to \$96,261,130, as against 6,916,327 and \$82,679,660, the number and amount for the year 1887. The withdrawals were 2,633,808 in number, amounting in all to \$79,013,675, showing an increase of 137,514 in number and of \$5,612,280 in amount over the number and amount for 1887. As a net result of these transactions, a total sum of \$292,781,970, including interest, remained to the credit of depositors on the 31st December, 1888, being an increase of \$22,911,645 for the year as compared with an increase of \$15,498,635 in 1887. The amount of interest credited to depositors was \$6,664,190, or \$443,820 more than in 1887.

The greatest number of deposits on one day was 60,936, amounting to \$907,445, and made on the 31st December. The greatest number of withdrawals on one day was 20,348, amounting to \$446,985, made on the 18th December. The average amount of each deposit was £2 10s. 6d., as compared with £2 7s. 10d. in 1887. \* \* \* The average amount of each withdrawal was £6, as compared with £5 17s. 7d. in 1887.

The number of accounts opened in 1888 was 887,460 and 618,294 were closed. The corresponding numbers for 1887 were, respectively, 794,592 and 574,252. The total number of accounts open at the end of the year was 4,220,927, distributed as follows:

	Number.	Proportion to population.	Average balance due to each depositor.		
England and Wales .....	3,900,334	1 to 7	£	s.	d.
Scotland.....	148,288	1 to 27	13	17	3
Ireland.....	172,305	1 to 28	8	8	11
			18	15	4

The total number of post-offices open for the transaction of savings bank business on the 31st December, 1888, was 9,022, or 302 more than in 1887, of which 254 were opened in England and Wales, 28 in Scotland, and 20 in Ireland.

The fact that over four millions of persons (4,220,927) in the kingdom of Great Britain alone take advantage of this means of security and saving is certainly significant. Not less so is the sum of nearly three hundred million of dollars (\$292,781,070) to the credit of the depositors on January 1, 1889. But the amount of self-reliance, thrift, and good citizenship encouraged by this feature of the Government is beyond any calculation.

To connect more intimately countless numbers of citizens with this country is a patriotic service. It would tend to weaken incipient disturbances; it would aid in breaking down sectional feelings. The State and private savings banks in many of the States where small deposits can be made are comparatively few in number. In some parts of the country there are no such opportunities offered. The chimney corner, the trunk, the closet, and the old stocking hide another surplus, not unlike that heaped up in the Treasury; and practically it is as much withdrawn from circulation. To offer needed security to these millions striving to be provident, to encourage other millions now thoughtlessly improvident, and bind closer to the nation all those who are benefited, men, women, and children alike, is worthy of the loftiest statesmanship.

The grave question at the threshold is what to do with the money deposited; how to put it into circulation and make it earn an interest. The claim sometimes made that for the Government to take up this business would be an interference with the banks and savings funds will not hold good. I maintain that the habits of saving engendered would be widely felt and increase the savings of all who are already depositors. Besides, but few of the existing institutions can afford to bestow their labor on receiving sums as small as those which the postal savings bank would invite. Fixing a limit to the amount of deposits at \$150 from any one person in one year would tend to turn away from the post-office banks to other banks and savings funds the aggregated deposits as soon as sufficiently large to be desirable to financial institutions.



I suggest early consideration of the question of establishing postal savings banks at 10,000 of the fourth-class offices in towns where such facilities are most needed, leaving the extension of this privilege to be determined after a trial of two years. There are three plans: First, to accept limited deposits, upon which interest at the rate of not more than 2 per cent. be paid; second, if objection be made to the Government obligating itself to pay interest, accept deposits with an agreement to invest and distribute their earnings less one-eighth of 1 per cent. for the cost of the service; third, if it is deemed inadvisable to undertake any such obligation, offer the post-offices as depositories without interest, affording the people the convenience and safety. In each case the Secretary of the Treasury would loan the money, equitably distributing it to the banks in the States where the deposits originated to keep it in circulation, requiring United States bonds as security, and interest, if the Government pays interest, but not otherwise.

The suggestion of a modified plan for small savings is made in case the other plans are disapproved; that authority be given to the Department to redeem for cash under regulations prescribed by the Postmaster-General all undefaced postage stamps or postal cards when presented at any post-office on savings cards in multiples of \$1. While this would be the least important of the four schemes, I believe it would find a hearty response among the toiling people, especially the younger and smaller wage-earners.

#### THIRD AND FOURTH CLASS MATTER.

The distinctions existing between mail matter of the third and fourth classes are not easily ascertainable. The third class embraces miscellaneous printed matter consisting of books, circulars, etc. The rate of postage is 1 cent for each two ounces. Fourth-class matter comprehends articles of almost every conceivable character not above 4 pounds in weight. The only restriction besides that of weight is that the article shall not be of such a nature as to injure the contents of the mail-bag or to harm the person of the carrier. Postage is chargeable at 1 cent per ounce or fraction thereof. The shadowy distinctions between the two classes are a fruitful source of difficulty alike to the public and to the postal service.

The law officers of the Department are often at a loss in determining to which of the two classes certain matter belongs, and it is only to be expected that frequent disputes should arise between postmasters and their patrons on the subject. For instance, a postal regulation provides that samples of printed blanks shall be treated as third-class matter if designed to show the quality of the printing, and as fourth-class matter if intended to show the quality of the paper. In most cases the matter in both classes is of a commercial character, and there appears to be no good reason for making a discrimination in the charges for postage.

The carriage of fourth-class matter has proved to be of much benefit

to people living in the rural districts and on the frontiers. To these the only way open to procure small articles from a distance is through the mails. The express offices are confined to the more populous localities. There is hardly a community in the land too insignificant to be visited by the mail pouch. This country, while more advanced in respect to other classes of mail matter, is more conservative in the use of the mails for the transportation of parcels. Official statistics show that in the aggregate of ten of the principal European countries, the average charge for letters, reduced to our standards of value, is  $5\frac{1}{2}$  cents to an ounce of written matter, our rate being 2 cents per ounce; for newspapers regularly issued it is  $4\frac{1}{2}$  cents per pound, our rate being 1 cent per pound; for miscellaneous printed matter it is 6 cents per pound, our rate being 8 cents per pound; and on samples it is a little less than 6 cents, our rate for fourth-class matter, which includes samples, being 16 cents per pound.

Our foreign parcels-post system has led to a curious anomaly in our postal system. To compete with European nations in the sale of goods in the southern part of this hemisphere an international parcels-post system has been established between the United States and certain South American countries. By this arrangement goods are sent, up to a maximum of 11 pounds, in weight at a charge of 12 cents per pound. The parcel sent abroad, besides being carried through the domestic mails, is subject to an extra charge to the Government for transportation by sea. At the same time a parcel sent by mail from New York to a citizen living the shortest distance from that city is subject to a charge of 16 cents per pound and is not allowed to exceed 4 pounds in weight.

The statistics show that fourth-class matter bears a comparatively small proportion in the total volume of the mails. By my direction a record was made of the number of pieces and weight of each of the several classes of mail matter (except second class) dispatched on the 22d and 23d of October last from ten of the leading first-class, ten of the leading second-class, ten of the leading third-class, and ten of the leading fourth-class post-offices. The period selected was in the midst of great activity in trade, and it therefore represents more than a fair average of the entire bulk of fourth-class matter carried during the year. The post-offices selected would also mail an undue proportion of the fourth-class matter sent from all the post-offices.

The record shows that of the total of 5,983,805 pieces mailed at the forty offices during the two days in question, 3,382,571, or 56.5+ per cent., were letters; 528,076, or 8.8+ per cent., were postal cards; 8,907 or 0.15 per cent. were wrapped parcels under seal at letter rates; 1,962,925, or 32.8 per cent., were third-class matter, and only 101,326, or 1.7 per cent., were fourth-class matter. The total weight was 360,663 pounds, of which 69,849, or 19.3+ per cent., were letters; 2,772 pounds, or .7+ per cent., were postal cards; 2,776 pounds, or .7+ per cent., were wrapped

parcels under seal; 242,447 pounds, or 67.2+ per cent., were third-class matter; and 42,819 pounds, or 11.8+ per cent., were fourth-class matter. The average weight per piece was three-tenths of an ounce for letters, eight one hundredths of an ounce for postal cards, four and nine-tenths ounces for wrapped parcels under seal, one and nine-tenths ounces for third-class matter, and six and seven-tenths ounces for fourth-class matter. The average distances carried were 386 miles for letters, 339 miles for postal cards, 430 miles for wrapped parcels under seal, 558 miles for third-class matter, and 599 miles for fourth-class matter. The statistics will be found in greater detail in a table attached to this report. Appended to the table are extracts from nearly all the post-masters at whose offices the count was made as to the advisability of consolidating third and fourth class matter. Almost without exception they favor the step for reasons which are strongly presented.

The logic of the trifling average weight and small total of fourth-class matter carried is that the present rate of postage is prohibitory, and that the patronage from this class of matter arises more from necessity than from choice because of the lack of other means of transportation. The express companies graduate their charges somewhat by distances, and they offer special inducements for packages not above the limit of weight fixed for admission into the mails. The result is that they get the short hauls, leaving the long hauls to the Government.

Two courses have been suggested, first, to consolidate third and fourth class matter, not increasing the weight of packages reducing the postage to that of third class, which would be 1 cent for 2 ounces instead of 1 cent per ounce. The other course is to adopt the full parcels post, and carry, under certain regulations, packages not exceeding 11 pounds in weight at 1 cent per ounce. Continual and cogent reasons are presented from all parts of the country favoring one or the other of these propositions. There is undoubtedly a desire among the people of all communities to be placed in direct communication with the markets of all the cities. While the express companies perform excellent service, they do not deliver goods to the smaller towns, villages, and cross-roads enjoying post-office conveniences. The express companies carry packages to the larger towns, from which notification is sent to the smaller village, involving trouble and cost to such an extent that a constant pressure is brought to bear upon the Post-Office Department for relief.

The larger view is widely held and stoutly urged that the Government, having undertaken to carry merchandise in the mails, is bound to do the work as well and as cheaply as its competitors and to such extent as will give the greatest good to the greatest number. I have considered the subject very carefully and submit that we are not now prepared to consolidate the third and fourth-class matter, or to undertake the service of a full parcels post, for the following reasons: First, almost all the post-office buildings are overcrowded and space could

not be found in them to accommodate an enlarged package business ; second, the R. P. O. cars are all insufficient for the present mail business, the Department being obliged to forward almost two-thirds of the postal cards and envelopes by freight in order to afford requisite relief for mail matter ; third, the readjustment of transportation and star-route contracts would first be necessary to provide proper remuneration for carrying the additional mail ; fourth, the exact profit or loss on fourth-class business now being done by the Department should be ascertained before any enlargement takes place.

If it be true, as is maintained, that the carriage of fourth-class matter would entail loss to the Department, no further enlargement should be made while the postal revenue falls so far short of the expenditure ; neither is it just to favor one class of patrons at the cost of all others. If any subsidy is granted any class or section of the country, the compensation ought to be clearly apparent in some other direction. Whatever postpones one cent letter postage for domestic letters (and perhaps for foreign letters) should not be favored except so far as is necessary to improve along the best lines on which the Department is now working.

#### PROPER INSPECTIONS.

The losses in the transit of mails are so many and large as greatly to impair the reputation of the Department. It has been stated that capitalists recently organized an insurance company to guarantee, to a limited extent, losses from the non-delivery of mail matter. This is certainly a humiliating state of things, and no time should be lost in changing the conditions that produced this result. It will be necessary to add local inspectors at many points, and to provide for a stricter surveillance at all places where the property intrusted to the care of the Department is handled. Consolidating all the now divided inspection force ; supplementing it with a corps of local inspectors, and confining the work of the inspection department entirely to accounts, depredations, misuse of mails, and confidential matters concerning the offices and clerks, will improve the character and conduct of many offices.

It is astonishing to find how little is really understood about the postal system. The appointment of supervisors, according to the plan outlined, charged with the education of the postmasters and the clerks in order to advance the standards of management and the general conduct of the post-offices, will relieve the inspecting force, and while giving them an opportunity to do their work better it will also have the advantage of bringing into frequent contact with the postmaster and the business of the office a needed and regular superintendence that can not in any sense be associated with the confidential work implied in the present inspection official. The appearance of a post-office inspector in an average town is often the signal for foolish gossip not at all agreeable to the postmaster or his family ; the visits are never intended to be annoying, but the fewer there are of them, within the limit of the proper care of the offices, the better. It is the rule not to make public the reports

of the inspectors. When removals from office are made on such reports it is recommended that it be so stated.

## SOME OF THE WORK OF THE YEAR.

At the close of the year ended June 30, 1888, there were in operation 2,488 post-offices the postmasters at which are subject to appointment by the President, and 54,888 post-offices the incumbents at which were appointed by the Postmaster-General. During the last fiscal year the number of Presidential post-offices increased by 196, and the number of fourth class post-offices by 1,427. The number of post-offices established was 2,770 and the number discontinued 1,147. Both as regards establishments and discontinuances, there was a marked decrease as compared with the preceding fiscal year; in the former of 1,094 and in the latter of 498. The net increase in the number of post-offices was largest in the States of Pennsylvania, North Carolina, California, Alabama, Tennessee, and Michigan, in the order named, while there was a net decrease in both Rhode Island and Kansas.

The last fiscal year marked an increase of 43 in the number of free-delivery post-offices, and of 1,911 in the number of letter-carriers. The latter circumstance is attributable to the limitation placed by the act of May 24, 1888, upon the hours of employment of letter-carriers. There was an unexpended balance of \$42,058.10 out of an appropriation of \$7,000,000. The postage collected upon local matter exceeded by \$279,647.12, or 12 $\frac{1}{10}$  per centum, the total cost of the free-delivery service. The average cost of delivery per piece increased from two mills to two and two-tenths mills, while there was a small decrease in the average cost per carrier, and a decrease of a little over 10 per centum in the number of pieces handled per carrier.

The Division of Post-Office Supplies received during the year the large total of 184,262 requisitions from postmasters, and supplied thereon 277,632 packages or sacks of goods of various sorts. These articles are purchased for the greater part under the provisions of annual contracts.

The sixth annual adjustment of salaries of postmasters at Presidential post-offices was made upon the basis of the gross receipts accruing at the respective offices for the four quarters ended March 31, 1889, under which 102 offices were assigned to the first class and 517 to the second class and 2,033 to the third class. The two former, making a total of 619, come within the provisions of the act of March 2, 1889, in regard to the classification of salaries of clerks in post-offices. Six thousand six hundred and fifty-nine allowances for clerk hire were made, an increase of 21 per centum, and 7,402 allowances for rent, light, and fuel, an increase of 245.6 per centum. These were occasioned by the extension of such allowances under authority of the act of July 24, 1888, to post-offices of the third class, and to the readjustment of such allowances for first and second class post-offices. Ten thousand and sixty-eight allowances for miscellaneous items were made,

an increase of 23.9 per centum, and 780 allowances for furniture, an increase of 4.3 per centum. The aggregate amount involved in all the readjustments of postmaster's salaries amounted to \$4,643,900

The aggregate amount of salaries of Presidential postmasters will absorb 10.61 of the revenue of their offices, or thirty-one one thousandths per centum less than the percentage shown by the review of the preceding year, while these offices furnish over 75 per centum of the revenues of the Department. The review of salaries of postmasters of the third, fourth, and fifth classes, under the act of March 3, 1883, has been completed, and appropriations to pay claims thereunder have been made by Congress to the aggregate amount of \$1,221,350.

The annual rate of expenditure for inland mail transportation at the close of the last fiscal year was \$34,024,107.94, and the service included 15,077 star routes of an aggregate length of 233,331.81 miles, costing \$5,228,387.07; 6,344 mail-messenger routes whose total length was 5,023.27 miles, the cost thereof being \$949,188.85; there were 128 steamboat routes, the length of which was 10,597.87 miles, and the expenditure \$446,032.48; 2,113 railroad routes costing \$19,441,095.78, comprising an aggregate length of 150,381.53 miles, while for 156 post-office car routes, the length of which was 26,659.85 miles, the cost was \$2,198,517.55. The annual rate of payment on account of 5,448 railway postal clerks amounted to \$5,268,600. The sum of \$196,630.83 was paid for mail equipments, and certain necessary and special facilities on trunk lines involved an expenditure of \$295,655.38.

In all classes of the mail service in operation on the 30th of June, 1889, it is shown that there were 25,661 routes, an increase of 792 or 3.18 per cent.; that the total length of the routes was 416,159.14 miles, an increase of 12,182.19 miles, or 3.01 per cent.; that the annual rate of expenditure was \$34,024,107.94<sup>7/8</sup>, an increase of \$2,567,260.58<sup>1/8</sup>, or 8.16 per cent. The total number of miles traveled per annum was 310,901,884.31, an increase of 23,650,828.55, or 8.23 per cent. The rate of cost per mile traveled was 10.94 cents, the same being a decrease of 0.01 cent, or .09 per cent. As to the rate of cost per mile of length, which was \$81.75, there was an increase of \$3.89 or 4.99 per cent. The average number of trips per week was 7.18, which was an increase of .35, or 5.12 per cent.

While there has been an increase of over 11 per cent. in the number of miles of star service traveled per annum during the last nine years, there was a decrease in the annual rate of expenditure therefor of nearly 7 per cent. In the steam-boat service there has been a decrease in the same period of over 17<sup>1/2</sup> per cent. in miles traveled and a decrease of over 24 per cent. in the annual rate of expenditure, with a decrease of over 8 per cent. in the cost per mile.

During the year the total number of pieces of postage-stamps and stamped paper was 2,818,565,321, of the aggregate value of \$52,921,784.17, an increase in number over the fiscal year ended June 30, 1888,

of 117,930,151 and in amount of \$2,285,462.33, the former being 4.33 per cent. and the latter 4.51 per cent. The decrease shown in the issue of newspaper wrappers, is attributable chiefly to the practice of publishers in including occasional papers in their regular second-class mails at pound rates and to the circumstance that the present size and shape of the 1-cent wrapper are unsuitable for large packages now very frequently sent under the reduced-postage rate of 1 cent for 4 ounces. The continued unpopularity of the letter-sheet envelopes is shown by the decrease of over 62 per cent. in both the number and value of those issued.

The total number of pieces of mail of all kinds registered during the year was 14,061,866, an increase of 384,697, or 2.8 per cent. There was a corresponding increase of \$25,928.10, or 2.3 per cent. in amount of registry fees collected. The ascertained losses were 715, and the estimated losses, allowing for the same proportion in outstanding as in closed cases of investigation, are placed at 435, making an estimated total of 1,150, or one in every 12,227 registered pieces handled. The volume of mail matter registered for which postage was paid has increased in the twelve years over 213 per cent.

The total weight of mails dispatched by sea to foreign countries was 4,111,852 pounds, of which 683,131 pounds consisted of letters and postal-cards and 3,428,721 pounds of other articles. Over 89 per cent. of the former and 74 per cent. of the latter were destined for transatlantic countries, and of the transatlantic mails 42 per cent. of the letters and 50 per cent. of the other articles were for Great Britain alone, while about 20 per cent. of each was intended for Germany. The increase in weight of the transatlantic letter mails was 32,497 pounds, or about 5.59 per cent., and of other articles for transatlantic countries 278,061 pounds, or 12.30 per cent. The increase in foreign mails for other destinations was 7,021 pounds of letters and postal-cards, or 11.24 per cent., and of other articles 127,668, or 16.73 per cent. The aggregate increase of letter mails was 6.14 per cent., and of other articles 13.42 per cent. Vessels of United States registry received \$1.60 per pound for letters and postal cards and 8 cents per pound for other articles, while vessels of foreign registry are paid but about 44 cents for letters and postal-cards and about 4½ cents for other articles.

The gross amount of compensation paid for transatlantic service was \$379,642.68, all of which was paid to vessels of foreign registry, except the insignificant sum of \$1.10 to the American line for carrying 311 grams=11 ounces of letters. For trans-Pacific service there was paid to vessels of United States registry \$52,821.73, and to vessels of foreign registry \$6,741.38, while for miscellaneous services vessels of United States registry received \$57,006.31, and vessels of foreign registry \$10,199.55. The total cost of the transatlantic service was \$379,642.68, of the trans-Pacific service, \$59,563.11, and of the miscellaneous service, including Canada, Mexico, Central and South America, and the West Indies, \$67,205.86.

There was paid the Panama Railroad Company the sum of \$8,989.49, to which should be added the amounts paid to steam-ship companies for the sea conveyance of closed mails of foreign origin, and to foreign countries for the intermediary transit of closed mails of United States origin, as well as for open mail matter of United States origin, and likewise the expense of the postal agencies at Panama and Shanghai, and of this Department's share of the maintenance of the International Postal Bureau of Berne, together aggregating \$172,141.36, making the total cost of the service \$687,542.50. From this amount there must be deducted the amount received by the United States Department for the intermediary transit of closed mails of foreign origin, for intermediary transit of open mail matter of foreign origin, and the amount collected as box rents at the postal agency at Shanghai, amounting together to \$166,204.47. The actual net cost of the service is therefore \$521,338.03.

The Superintendent of the Dead Letter Office makes the gratifying exhibit that there was a decrease of 10,983 pieces of mail matter as compared with the number received during the preceding fiscal year. The total number of pieces treated in this branch of the Department was 6,479,293. Of the total number 5,494,225 letters were opened, and 170,870 were delivered unopened, while 261,956 ordinary letters without valuable inclosures, which have been sent to the writers and returned on account of failure to deliver, were destroyed; 542,736 foreign letters and parcels were returned to the country of their origin or delivered to the addressees. Of the letters opened in the Dead Letter Office, 2,096,497 were delivered, and of these 1,838,768 contained nothing of value, the remainder having inclosures of money, drafts, miscellaneous papers, photographs, etc. Seventy-five thousand one hundred and seventy-five letters and parcels failed of delivery and have been filed subject to reclamation, and 3,527,504 were destroyed.

The total value of the inclosures of letters returned to owners or in course of restoration is \$1,534,909.12, and the revenue derived from dead mail matter, comprised of the amount separated from dead letters that could not be restored to the owners, and the amount realized from the annual auction sale of parcels of merchandise, which could not be restored, was \$12,103.72, while \$1,943.07 worth of postage-stamps were destroyed under supervision. Magazines, pamphlets, illustrated papers, etc., to the number of 17,188, the owners of which could not be found, were distributed among the various hospitals and charitable institutions of the District.

#### THE NEW CLASSIFICATION.

The administration of the Post-Office Department was greatly embarrassed at the outset in putting into operation the act of March 2, 1889, which related to the re-adjustment of the duties and the salaries of clerks in the larger post-offices. The law required the classification to take effect July 1, and while it raised the salaries of the lower grades, it failed to make adequate appropriation for the same, in con-



sequence of which the salaries of many of the officials of the higher grade had to be reduced to the minimum sum named when faithfulness and training called for an increase to the maximum. Some of the good clerks have been lost to the service because the salaries were not sufficient to retain them. Certain modifications and amendments of the act will be needed to adjust the scheme to the entire service, and it is quite apparent that the Inquiry Division, which was abandoned in the new classification, should be restored.

LOTTERIES AND THE MAILS.

The inability of the Postmaster-General under the existing laws to successfully carry out the evident intent of the statutes by excluding letters and circulars relating to lotteries, gift enterprises, and other similar swindling schemes from the mails is apparent. Congress and the country are familiar with the several attempts of my predecessors to suppress these evils. It is not necessary, therefore, to review their action in detail, as a brief allusion thereto will present the existing relations of the Department to these schemes.

An official order of November 13, 1879, forbade payment of postal money-orders drawn to the order of M. A. Dauphin, intended for the Louisiana Lottery Company (which company is the principal operator in these fraudulent enterprises), and directed the return to the senders of all registered letters addressed to him. Suit was brought against General Key by said Dauphin in the court of the District of Columbia to enjoin the execution of said order, and an appeal was taken to the Supreme Court of the United States. Pending this appeal General Key, under date of February 27, 1880, issued another order suspending the one of the first-named date, and afterwards, before the determination of the suit, retired from the office of Postmaster-General. It is understood that this retirement terminated the suit under a rule of the Supreme Court which intercepts the prosecution of appeals in cases where the exercise of a mandatory power would reach a person no longer in office.

No action was taken to revive the order alluded to until September 20, 1883, when the Postmaster-General, by official order, directed that "in pursuance of the finding of Postmaster-General Key (as to the fraudulent character of this concern) \* \* \* *all postmasters* be, and they are hereby, forbidden to pay money-orders drawn to the order of M. A. Dauphin," and, also, to return to remitters registered letters addressed to him.

This order has ever since been observed and is still observed by the postmaster at New Orleans, who returns in accordance therewith all such mail as comes to his office so addressed. But the Louisiana State Lottery Company resorted to the expedient of advertising that remittances could be made to the New Orleans National Bank, and they are so made to a surprising and almost unlimited extent. To circumvent

this evasion of the law the Postmaster-General, under date of September 19, 1883, ordered the postmaster at *New Orleans* to withhold the delivery of registered letters so addressed, and to not redeem money-orders payable to said bank, but to deal with such mail as he did with similar matter addressed to Mr. Dauphin. Thereupon the bank instituted suit for injunction to restrain the postmaster from executing said order. In disposing of the preliminary injunction the court intimated very plainly that the order was of doubtful validity and force because it was an attempted revival of the order of a former Postmaster-General, which he had himself suspended.

All through the ruling of the court in this case there was outlined a doubt of the power of the Postmaster-General to withhold the delivery of registered letters and the payment of money orders drawn to the order of any person engaged in conducting a fraudulent lottery scheme, although he might be convinced by "evidence satisfactory to him" that such schemes were of the character named, and that the mails were being prostituted to their use. The law was presumed to lodge the whole question within his judgment and discretion, and to make his decision thereon final and conclusive. But the doubt raised suggests the propriety, if the evil under discussion is believed to be demoralizing, of so amending the statute as to declare all lotteries and schemes of all kinds for the distribution of money or property of any sort by lot, chance, or drawing of any kind *fraudulent*, and to prohibit the delivery of registered letters and the payment of remittances by money orders to persons, firms, corporations, or banks conducting them, and to make, by provisions so plain as to leave nothing to construction, the judgment of the Postmaster-General on these points conclusive.

It is conceded that Congress has the power to regulate by law what shall and what shall not be carried in the mails, and its enactments in this regard are final and conclusive. If, as is not doubted, its authority goes to this extent, it follows that it may designate some official to execute the law, and it is equally clear that it would be justified in closing the mails against *all* schemes that propose to distribute prizes by lot or chance, and whether they be sanctioned or not by State laws and constitutions. Congress has already shown its belief in the existence of its power, and manifested its willingness to suppress evils of this kind by striking the word "illegal" from section 3894, Revised Statutes, which declared letters and circulars concerning such lotteries, etc., non-mailable, so as to make the prohibition applicable to all lotteries, whether illegal or otherwise. This salutary enactment if now followed by striking out the word "fraudulent," and like words and phrases, from other sections regarding registered mail and money orders, will relieve the Postmaster-General in the exercise of his discretion.

I further suggest that the provisions of law applicable to individuals conducting lotteries should be extended to their agents and to all agencies acting for them, so as to exclude the latter from the right of

receiving registered and money-order letters the same as their principals. It needs no argument to show that the New Orleans National Bank (notwithstanding it holds its charter from the United States and is presumptively obligated to assist in upholding its laws) is as fully identified with the Louisiana State Lottery as is Mr. Dauphin himself. He advertises that certain remittances for the purchase of chances in the prizes announced by the lottery concern should be sent to the bank. The bank accepts and collects them, and the relation of principal and agent is thereby clearly shown. Why should the Postmaster-General not be specially authorized by law to deal with any bank as he does with the acknowledged representative of the lottery? It is no answer to say that the right of a bank to conduct its legitimate business through the mails in this form would be abridged. That argument applies with equal force to any other institution and individual, and all the wrong thus done to it can be easily cured by its renunciation of its connection with the lottery and by declining to receive mail intended for it.

Thus far I have referred only to such mail as bears the evidence of its character on its face. Ordinary letters are of a different order, and their contents can not be inspected to ascertain if they come within the prohibitory provisions of the law. Such letters go and must continue to go unquestioned in the mails for the sanctity of the seal can not and should not be violated. But I suggest the consideration by Congress of its constitutional right to provide by law for the jurisdiction over the offense by the courts at offices of delivery the same as at the office of mailing, thus making the offense continuous between the office of mailing and that of delivery, and enlarging the opportunity to convict. It is difficult to prosecute to conviction any offender against the law concerning lotteries in a community so closely identified with lottery concerns as are the people of Louisiana, whose State constitution authorizes the granting of lottery charters and privileges, and whose legislature in conformity therewith has granted such charter to the Louisiana State Lottery. It is believed that if the courts in other States to which lottery letters are sent by mail from New Orleans or elsewhere were permitted to try alleged violations of the laws concerning lotteries that evidence could be easily obtained of the mailing and of the transmission by mail of ordinary letters of this character, and conviction therefor would become more frequent and certain.

#### FREE CARRIAGE OF GOVERNMENT MATTER.

The postal system was organized upon the theory that the cost of doing the work should be borne directly by those who should make use of the service. To this end, the relations of revenue and expense have always been regarded as the chief factor in determining the rates of postage. From motives of public policy, the wisdom of which I am not prepared to dispute, concessions have ever been made to the public

press; but still it has been held by the advocates of a self-sustaining service that the charges on other classes of mail matter should be so adjusted as to cover any deficiency that might arise from the carriage of printed matter.

The tendencies of recent years have been in favor of cheap postages, and to secure good service the people have shown their approval of the granting of needed sums from the Treasury to meet deficiencies in the postal revenues.

As a partial offset to the deficiencies, it is well to call attention to the fact that the postal service is called upon to sustain a burden which is almost entirely lost sight of by the general public. This arises from the carriage in the mails free of postage of matter for the Government. Not only are great quantities of documents sent free by the legislative branch, but all the executive departments are permitted to use the mails for official purposes without the payment of postage. The privilege is not confined to officials in Washington, but extends to the entire mass of subordinate officers and agents throughout the country. Neither is it restricted to mere official correspondence, but is made to include supplies and bulky articles of great variety. The result is that the mails are loaded with a vast quantity of matter for which not a penny of revenue is received, and which imposes on the postal service the same cost for transportation and handling as a like quantity of matter carried for the public.

When the franking privilege was repealed in 1873 provision was made for compensating the postal service for the carriage of official matter for the executive departments through the use of special stamps, which were issued by and credited to the Post-Office Department. The amount of revenue realized from this source during the year ending June 30, 1874, was \$1,759,301.86; but I am informed that the stamps were used only for official correspondence, and that the larger proportion of matter (the supplies and other heavy articles) was sent free of postage under a printed form of official certificate, signed by the officer making use of it.

With the increase of the business of the Government since 1874, I am satisfied that a fair return for the carriage of Government matter, charged at like rates as matter carried for the public, would yield not less than five or six million dollars in postage. Prior to the repeal of the franking privilege and the introduction of official stamps, a gross sum was appropriated annually by Congress to be placed to the credit of the Post-Office Department for the carriage of official matter; but this appropriation was not renewed upon the discontinuance of the official-stamp system a few years later. It would seem to be only just that the credit side of the balance-sheet of the Department should contain an item to offset the cost of the work which is charged among the expenditures on the debit side of the sheet.

If the present system of penalty envelopes for the use of the Departments is to be continued, I would suggest the adoption of a uniform style of envelope to be used by all the Departments and their subordinate agencies. The envelopes should be of a distinctive character; they should be made of paper bearing a Government water-mark and be impressed with some form of special device in addition to the printing now required by law, which can be easily counterfeited. This plan would necessitate the employment of some central agency (perhaps the Post-Office Department would be the more appropriate one) for procuring and issuing envelopes to those entitled to use them.

The plan would have incidental advantages in leading to the adoption of standard sizes and kinds, in place of the present infinite varieties, which are believed to owe their existence fully as much to caprice as to necessity or convenience. And the procurement of greater quantities by the same purchasing power, together with the restriction to fewer styles, would most assuredly lead to a great reduction in the aggregate cost of the supplies. It would also enable the Government to keep an account of the number of envelopes manufactured and furnished, which is not possible under the present system. I earnestly commend the subject to the consideration of Congress.

#### DEFECTS OF LAW GOVERNING SECOND-CLASS MATTER.

The press has become the leading contributor to the volume of the mails. The specially favored class are newspapers and periodical publications issued by known offices of publication and sent by publishers or news agents to regular subscribers or news agents. These are designated as second-class matter, and postage is chargeable at 1 cent per pound. When circulated within the county of publication, this matter is entitled to transmission free of postage. The total quantity of second-class matter carried in the mails during the last fiscal year was about 95,000 tons, of which upwards of 14,000 tons were sent free of postage. The receipts from second-class matter amounted to \$1,616,351.27, or only 2.9 per cent. of the entire postal revenue.

The class next in favor are books, circulars, and other miscellaneous printed matter. These are styled third-class matter; and they are subject to a charge for postage of 1 cent for each 2 ounces or fraction thereof. To realize the benefit of the cheaper rate of postage, a fertility of expedients has been developed to evade the law and to secure the admission to the second class of matter which properly belongs to the third class. The success attending such efforts may be indicated by the fact that during the past three years the average annual rate of increase of revenue from second-class matter was 13.7 per cent., as against an average annual increase of 8.17 per cent. in the remainder of the postal revenue, derived in the greatest part from postages on the other classes of matter. The effects are not only hurtful to the postal

revenue, but they are opposed to the interests of legitimate journalism. The principal evils calling for a remedy are the following:

MAILING OF BOOKS AS SECOND-CLASS MATTER.

The revenue suffers a serious loss through the evasion of the law by which certain publishers secure admission to the mails as second-class matter of paper-covered volumes issued in complete form as books, but under the semblance of periodical publications. Through this evasion, carriage is secured at 1 cent per pound, instead of 1 cent for each 2 ounces, the rate for third-class matter, to which class the books in question properly belong. The means by which this is effected is a nominal compliance with the conditions of the law governing the admission of publications to the second class, which conditions are substantially as follows:

- (1) That the publication shall be issued periodically not less than four times a week, shall bear date of issue, and be numbered consecutively.
- (2) That it must be issued from a known office of publication.
- (3) That it must be printed on sheets of paper, and be not bound in cloth, leather, or other substantial binding.
- (4) That it must be originated and issued for the dissemination of information of a general character, or in the interests of literature, science, art, or some special industry.
- (5) That it must have a legitimate list of subscribers.
- (6) That it shall not be designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates.

The precise manner in which these conditions are complied with is shown by the following examples, which are parallelisms of cases actually occurring: A publisher in Boston makes application to the Department for the admission to the mails as second-class matter of what he terms the "Blank Library," stating in the form of application that the Library is to be issued quarterly, that it is to be devoted to the science of law, and that it has a bona fide list of subscribers; and he submits, as the first number of the Library, "Story's Conflict of Laws," so entitled and headed throughout, but bearing an extra title-page and a stiff paper cover, containing the designation "Blank Library, No. 1, Vol. 1," the date of issue, the office of publication, and the price of subscription. Upon this showing of facts the Blank Library is entered as second-class matter, and the publisher continues his issues with "Adams on Equity," "Sharswood's Blackstone," and any other law books that he may for the time being find it profitable to issue in this way. It may be well to say that these books are all so prepared that the purchaser can have them bound in the customary law binding at his pleasure, without any mutilation of them.

Another publisher, in New York, desiring to issue a series of novels, adopts as a general designation of them the "Blank Series," devoted to literature, makes application in the same way as the law publisher, gets the series entered as second-class matter, and then goes on to issue a multitude of books of fiction, differing in no respect from other paper-covered books, except that they are designated the "Blank Series," and bear a number and date of issue, besides professing to be issued to regular subscribers. With regard to this latter point, there is some room for doubt as to whether any of these libraries or series have a bona fide list of subscribers, that is to say, subscribers who send in the subscription price for a year or any part of a year, except that comprehended by a single issue of the publication, the publisher very probably counting as subscribers retail dealers who buy of him just as they buy of other publishers, without any reference to regular subscription. I have some reason to believe, too, that there is little or no regularity in the issue of the publications; the publisher in reality suiting his own convenience as to the frequency of issue after he gets the publication officially entered.

This practice has, it seems, been in existence some nine or ten years, beginning, I understand, with a few publishers who mailed but a comparatively small number of books, and increasing year by year until the number of publishers availing themselves of the looseness of the law and its very liberal interpretation by the Department is now very considerable. These publishers represent nearly all the great cities of the country, and they mail annually an astounding aggregation of books. It must be borne in mind, also, that not only are these books mailed as periodicals in the first instance from the publishing house, but they are transmitted over and over again through the mails by newsdealers throughout the country, every one of whom is entitled to mail at the same rate as the publisher.

I am well satisfied that this practice involves a gross abuse of the law, which beyond all question never could have been intended to admit to the mails at a cent a pound the "Adventures of Claude Duval," merely because it purports to be a part of some series or pretended series of books and bears a paper cover, while "Butler's Analogy" or "Newton's Principia" or "Webster's Spelling Book" is chargeable with postage at eight times that rate because bound in cloth and issued without alleged connection with any other works.

Besides its illegality it brings about an unfair discrimination against publishers whose convenience does not allow the issue of single works at stated periods, or whose conscience, or good taste, or whatever else may be the animating motive, will not allow them to resort to this class of business to benefit themselves at the expense of the Government.

If it be asked why, feeling as I do concerning this, I have allowed it to continue, and even to increase, the answer is that the length

of time the practice has lasted gives it some claim to recognition, and that the great number of additions to it officially authorized before my entrance into office prevents the exclusion of new claimants without manifest unfairness. Under all the circumstances I feel it to be only proper that I should present the case, and urgently ask that Congress be called upon to provide a remedy.

#### SAMPLE COPIES.

By law publishers are permitted to mail sample copies of their publications to indiscriminate addresses at the rate of postage charged on second-class matter sent to regular subscribers. There is no limit fixed to the number of sample copies which they are privileged to send, and it often happens that the mails are burdened with a vast number of samples of publications which, by a technical compliance with the requirements, have been admitted as second-class matter, but which in reality were designed as mere advertising mediums issued to a scanty subscription list. This list has been encouraged, and in some instances made up by an offer of premiums of not less value than the price of subscription. It is not unusual for the number of sample copies to exceed by many times the number sent to subscribers, and frequent instances have come to the knowledge of the Department where advertisements have been solicited and secured upon the guaranty of the publishers to mail extra large editions of sample copies.

The mere fact that unusual quantities of sample copies are being circulated is not conclusive upon the question of legitimacy; and it can only be taken into account in connection with other circumstances in determining the true character of the publication. This determination, however, can be reached only by special investigation, and after much mischief has been wrought by publications found not to be entitled to the privileges which they had secured. It would seem to be proper to restrict the number of sample copies to a fair proportion of the actual subscription list; and this would almost certainly have a beneficial effect of deterring the publication of many advertising sheets which are issued mainly because of the advantages offered for circulation at a low rate of postage.

#### RATE OF POSTAGE ON RETURNED SECOND-CLASS MATTER.

In connection with the mailing of newspapers and periodicals by publishers and news-agents, a peculiar and rather unfair condition of things exists, which, being due to the present wording of the law in relation thereto, and not to mere postal regulation, I have found it beyond my power to remedy. The case is this: Under the act of Congress of March 3, 1885, the right to mail second-class or newspaper and periodical matter at the rate of a cent a pound is given to publishers when sent from the offices of publication, and to news-agencies "when sent to actual subscribers thereto or to other news-agents."



Now, so far as the original mailing of this class of matter is concerned, there appears to be no unjust inequality in the rights bestowed by the law quoted, as between publishers and news agencies; but in the mailing of the matter by agents *back* to publishers and news agencies—and this, owing to a very general custom now prevailing in the publishing business of allowing dealers to return for credit on their accounts unsold copies of publications sent them, has grown to very considerable proportions—a discrimination is made which results unfavorably to the publisher, and therefore to the advantage of competing news agencies; That is to say, if the dealer or agent (for under the uninterrupted practice of the Department these two terms are synonymous) who returns the unsold matter sends it to a news agency or company he pays postage at the usual pound rate chargeable on matter sent from one news-agent to another; but if he returns unsold matter to a publishing house not a news agency he is charged postage at the same rate as that charged the general public, namely, 1 cent for every 4 ounces, payable by stamps attached.

This discrimination, which at first blush seems rather absurd, and which has caused considerable complaint among publishers, has the high sanction as to its legality of the late Assistant Attorney-General for this Department, whose opinion, ever since it was given, has been strictly followed by all postmasters.

I am not prepared to question the legal correctness of this decision especially as it has received the approval of my two immediate predecessors, both of them distinguished lawyers. But I am inclined to think that such a discrimination, being unjust in principle, was never intended by Congress, and I am convinced that it ought not to be permitted to exist. I would not, however, have it removed by extending the privilege enjoyed by news agents under it, so as to allow them to return their unsold matter at the pound rate to publishers as well as news companies; but I would have the privilege curtailed, so as to require payment of postage on all returned second-class matter at the rate which the public is required to pay—1 cent for every 4 ounces or fraction thereof—for surely the right to one mailing of this class of matter at the merely nominal rate of postage prescribed by law is sufficiently liberal to satisfy the most exacting believer in the expediency of low rates. I accordingly recommend that the act of Congress above referred to be amended by the passage of a provision similar to the following:

That all unsold or undelivered second-class matter, after its original mailing at the pound rate of postage, when returned by mail to publishers, news-agents, or others, shall be chargeable with postage at the rate of 1 cent for every 4 ounces or fraction thereof, payable by stamps attached thereto.

## STATEMENTS OF FINANCIAL OPERATIONS.

The following statements show the revenue, the expenditures, and the actual cost of the postal service for the years ending June 30, 1887, 1888, and 1889—the difference between the expenditures and the actual cost of the service being made up of the amounts earned by the Pacific Railroad Companies for mail transportation, and certified to the Secretary of the Treasury under act of Congress.

## FISCAL YEAR ENDING JUNE 30, 1887.

## REVENUE.

1. Ordinary postal revenue.....	\$48, 118, 273. 94
2. Revenue from money-order business.....	719, 335. 45
Gross receipts.....	48, 837, 609. 39
Add amount gained by "suspense" accounts.....	23, 566. 80
Makes total revenue .....	48, 861, 176. 19

## EXPENDITURES AND LIABILITIES.

## Expenditures:

From July 1, 1886, to September 30, 1887 .....	\$52, 391, 677. 43
From October 1, 1887, to September 30, 1888 .....	368, 160. 40
From October 1, 1888, to September 30, 1889 .....	55, 712. 25
	52, 815, 550. 08

## Liabilities:

Estimated amount of outstanding indebtedness for various objects on account of the year.....	\$5, 529. 50
Amount due for transportation on Central Pacific Railroad, not included in amount certified under the law to the Secretary of the Treasury.....	289, 468. 00
Amount due Sioux City and Pacific Railroad Company for similar service during the year .....	6, 126. 09
	301, 123. 59

Total expenditures and liabilities for the service of the year .. 53, 116, 673. 67

Deficiency in revenue ..... 4, 255, 497. 48

## COST OF POSTAL SERVICE.

Amount of expenditures and liabilities, as above .....	\$53, 116, 673. 67
Amount certified to the Secretary of the Treasury for credit to Pacific railroads—	
From July 1, 1886, to September 30, 1887.....	\$1, 187, 027. 33
From October 1, 1887, to September 30, 1888 .....	11, 241. 72
From October 1, 1888, to September 30, 1889 .....	250. 78
Total amount certified .....	1, 198, 519. 83
Total cost of service .....	54, 315, 193. 50
Excess of total cost of postal service over revenue.....	5, 454, 017. 31

The receipts were \$4,255,497.48, or 8 per cent. less than the expenditures and outstanding obligations, and \$5,454,017.31, or 10 per cent. less than the total actual cost of the service.

Compared with the previous fiscal year, there was an increase of \$4,924,927.49, or 11.2 per cent., in the gross revenue; an increase of \$2,013,830.45, or 3.9 per cent., in the expenditures and liabilities; and an increase also of \$2,099,678.28, or 4 per cent., in the total cost of the service.

## FISCAL YEAR ENDING JUNE 30, 1888.

## REVENUE.

1. Ordinary postal revenue.....	\$51,896,858.96
2. Receipts from money-order business.....	798,317.83
Gross revenue.....	52,695,176.79

## EXPENDITURES AND LIABILITIES.

## Expenditures:

From July 1, 1887, to September 30, 1888 .....	\$55,795,357.84
From October 1, 1888, to September 30, 1889 .....	490,073.70
	<u>56,285,431.54</u>

## Liabilities:

Estimated amount of outstanding indebtedness for various objects on account of the year.....	\$1,146.82
Amount due for transportation of mails on Central Pacific Railroad, not included in amount certified under the law to the Secretary of the Treasury.....	308,450.55
Amount due Sioux City and Pacific Railroad Company for similar service during the year.....	10,703.64
	<u>\$320,301.01</u>

Total expenditures and liabilities for the service of the year... 56,605,732.55

Deficiency in revenue..... 3,910,555.76

## COST OF POSTAL SERVICE.

Amount of expenditures and liabilities as above .....	\$56,605,732.55
Amount certified to the Secretary of the Treasury for credit to Pacific railroads from July 1, 1887 to September 30, 1880 .....	\$1,240,600.83
From October 1, 1888 to September 30, 1889.....	1,507.20
Total amount certified .....	<u>1,242,108.03</u>
Total cost of service .....	<u>57,847,840.58</u>
Excess of total cost of postal service over revenue .....	5,152,663.79

The receipts were \$3,910,555.76, or 6.9 per cent. less than the expenditures, and \$5,152,663.79, or 8.9 per cent. less than the total cost of the postal service.

Compared with the previous fiscal year, there was an increase of \$3,834,000.60, or 7.8 per cent., in the gross revenue; an increase of \$3,489,058.88, or 6.5 per cent., in the expenditures and liabilities; and an increase also of \$3,532,647.08, or 6.5 per cent., in the estimated total cost of the service.

## FISCAL YEAR ENDING JUNE 30, 1889.

## REVENUE.

1. Ordinary postal revenue .....	\$55,387,806.37
2. Revenue from money-order business .....	787,804.81
Gross receipts .....	56,175,611.18
Less amount charged to bad debts, compromise, and suspense cases ..	27,596.26
Leaves net revenue .....	56,148,014.92

## EXPENDITURES AND LIABILITIES.

## Expenditures:

Amount expended to September 30, 1889, on account of the year ending June 30, 1889..... \$61,376,847.24

## Liabilities:

Amount of indebtedness for various objects certified to Auditor and not yet reported for payment..... \$587,968.62

Estimated amount of indebtedness not yet reported to Auditor (railroad service) ..... 200,000.00

Amount due for transportation on Central Pacific Railroad, not included in the amount certified under law to the Secretary of the Treasury..... 321,077.25

Amount due Sioux City and Pacific Railroad Company for similar service during the year..... 12,305.24

1,121,351.11

Total actual and estimated expenditures for the service of the year..... \$62,498,198.35

Deficiency in revenue ..... 6,350,183.43

## COST OF POSTAL SERVICE.

Total actual and estimated expenditures, as shown above ..... \$62,498,198.35

Amount certified to the Secretary of the Treasury by the Auditor for transportation of the mails on the Pacific railroads ..... 1,253,673.33

Total estimated cost of service for year..... 63,751,871.68

Deduct amount of net revenue as shown above ..... 56,148,014.92

Leaves excess of estimated cost of service over amount of net revenue ..... 7,603,856.76

The difference of \$1,253,673.33 between the deficiency of revenue and the cost of the service is represented by the amounts certified to the Treasury on account of service on the Pacific railroads, which by law is not made payable out of the appropriations for the postal service.

The gross receipts were \$5,228,832.32, or 8.5 per cent., less than the actual disbursements on account of the year; \$6,350,183.43, or 10.1 per cent., less than the disbursements and liabilities of the year; and \$7,603,856.76, or 11.9 per cent., less than the estimated total cost of the service, which, as before stated, includes the amount certified to the Secretary of the Treasury as the earnings for mail transportation on the Pacific railroads.

Compared with the previous fiscal year there was an increase of \$3,452,838.13, or 6.5 per cent., in the gross revenue of the service; an increase of \$5,892,465.80, or 10.4 per cent., in the disbursements and outstanding liabilities; and an increase also of \$5,904,031.10, or 10.2 per cent., in the estimated total cost of the service.

The estimates submitted to Congress in the report of the Postmaster-General for 1887 for the service of the year ended June 30, 1889, placed the expenditures for the latter year at \$58,967,233.74, the gross revenue at 57,563,734.32, and the deficiency of revenue to be supplied out of the general Treasury at \$1,403,499.42.

As will appear from the foregoing exhibits, for the year the actual expenditures and estimated liabilities were \$3,530,964.61 in excess of the original estimate; the revenue was \$1,415,719.40 *less* than the estimate; and the present estimated deficiency of revenue to be supplied out of the general Treasury is \$4,946,684.01 *more* than that shown in the estimate made in 1887.

#### ESTIMATES FOR THE FISCAL YEARS ENDING JUNE 30, 1890 AND 1891.

The ordinary postal revenue for the fiscal year ending on the 30th June last showed an increase over that of the previous year of 6.7 per cent. This was somewhat less than the usual gain, the average annual rate of increase for the three years up to July 1, 1889, being 8.3 per cent. Returns from thirty of the largest post-offices for the quarter ending September 30 last (the returns from all the post-offices for that quarter not yet having been audited) show an increase of 9.6 per cent. over the revenue of the corresponding quarter of 1888. Special returns called for by this office for the same post-offices for the month of October just past exhibit an increase of 9.2 per cent. over the revenue of October for the previous year. From past experience, the remaining offices are not likely to show as great an increase as the large offices; but unless there should be unforeseen changes in the present condition of the business industries of the country, it will be proper to calculate on an annual increase of 8 per cent. (or 1 per cent. less than called for

by the estimates of last year) at all the post-offices. Upon this basis the revenue may be estimated as follows, viz:

## FISCAL YEAR ENDING JUNE 30, 1890.

Amount of ordinary postal revenue for the year ending June 30, 1889.	\$55,387,806. 37
Add increase of 8 per cent.....	4,431,024. 50
Gives estimated amount of ordinary postal revenue.....	59,818,830. 87
Amount of estimated revenue from money-order business.....	800,000. 00
Gross revenue for the year. ....	60,618,830. 87

The appropriations for the service of the year amount to \$66,605,344.23; and it is estimated that, in the light of present information, additional appropriations will be required of \$179,117 for compensation to postmasters; of \$923,430.24 for inland mail transportation by railroad; and of \$20,000 for mail transportation by steam-boat, making a total of \$1,122,547.24. The pay of postmasters is regulated by law, which fixes the rates to be allowed, and the expenditure is, therefore, not controlled at the discretion of the Department. The law also regulates the rates of compensation allowed for the transportation of the mails by railroad.

Upon the foregoing basis the account for the current fiscal year may be stated as follows :

Amount of appropriation .....	\$66,605,344. 28
Estimated deficiency appropriation required .....	1,122,547. 24
Total.....	67,727,891. 52
Estimated gross revenue .....	60,618,830. 87
Estimated deficiency of revenue to be supplied out of general Treasury	7,109,060. 65

The estimates submitted by the report of the Postmaster General in 1888, for the service of the year ending June 30, 1890, were as follows :

Amount of estimated expenditures.....	\$66,812,073. 02
Amount of estimated revenue .....	62,508,658. 12
Estimated deficiency of revenue.....	4,303,414. 90

In the foregoing estimate, the amount of the necessary appropriations for the current year is placed at \$915,818.50 less than that now shown to be required; the amount of revenue is placed at \$1,889,827.25 more than that in the present estimate; and the deficiency of revenue to be supplied out of the general Treasury is placed at \$2,805,645.75 less than the amount which now seems to be required.

In other words, in the report of 1888, the revenue for 1890 was over-estimated in the sum of \$1,889,827.25 and the expenditures were under-estimated in the sum of \$915,815.50, making the apparent deficiency of revenue \$4,303,414.90 when present information shows that it is likely to be \$7,109,060.65.

## FISCAL YEAR ENDING JUNE 30, 1891.

Estimated amount of ordinary postal revenue for year ending June 30, 1890, as before.....	\$59,818,830.87
Add increase of 8 per cent.....	4,785,506.47
Gives estimated amount of ordinary postal revenue for this year....	64,604,337.34
Amount of estimated revenue from money-order business.....	810,000.00
Gross revenue for the year.....	65,414,337.34

## ESTIMATED DEFICIENCY OF REVENUE.

The estimated deficiency of revenue to be supplied out of the general Treasury is as follows:

Amount of estimated expenditures, payable out of appropriations, as per table of estimates .....	\$72,434,698.99
Estimated gross revenue, as above.....	65,414,337.34
Leaves estimated deficiency.....	7,020,361.65

The foregoing estimates contemplate that 9.6 + per cent. of the expenditures shall be paid out of the general Treasury. The actual deficiency should, however, be less than the sum given, because, first, the revenue may exceed the estimate, and second, there should be margins left of some if not all the items of appropriation, it being impossible to estimate the expenditures with entire accuracy. During the last fiscal year the net amount of unexpended balances of appropriations was \$716,545.55, which amount is subject to reduction to satisfy outstanding liabilities.

The estimated deficiency of revenue to be supplied out of the Treasury for the next fiscal year is \$88,699 less than that shown in the foregoing estimate for the current fiscal year.

## SPECIAL TOPICS.

To conclude I beg to mention some smaller but hardly less important topics for your consideration. A double postal-card for return answers is entirely feasible if authority could be given for its issue. Another question is the establishment of a postal museum. There is now scattered throughout the country much historic material in the shape of ancient mail equipments, implements, pictures, and articles of various kinds, in use during the century. If this could be collected and arranged it would form an interesting epitome of the growth of the postal system. Scores of post-offices have in their possession valuable relics which could be had for deposit in a departmental museum. The cost would be trifling, while the interest would be very great. A beginning could be made with an appropriation of \$1,000.

The shabby and inadequate fixtures in many of the post-offices are not fit to represent the United States Government, and do not conduce to an efficient service; neither is the mail safe in hundreds of offices,

and for this reason labor is thrown upon the Department to trace missing matter that would never have been lost if ordinary protection had been given. It is respectfully suggested that the Postmaster-General be authorized to establish a standard of fixtures for each class of offices, and that the postmaster be held strictly to account in the maintenance of office furniture in its proper condition. I trust that the day is not far distant when the Government will provide fixtures for offices of all classes, even though the salary of the postmaster be affected thereby. Even so the postmaster would be better off than now, compelled as he is to rent the fixtures from the manufacturers, or buy them from the retiring postmaster. The latter course has been the cause of transactions not creditable to the parties concerned or the system that permits the temptation to exist.

By inadvertence many letters find their way to the post-offices without postage stamps. The writer is notified and the notice must be returned with a stamp which requires another stamp for forwarding. The delay is often attended with grave consequences, and the time of the Department clerks is unnecessarily taxed by the present system. The reason given for the plan now in operation is that there was no check upon the postmaster to make sure that the postage was collected. The introduction of the postage-due stamp fully covers the case, and there is no reason why so much trouble and tedious delays should continue. Authority is therefore asked for the Post-Office Department to forward promptly all letters not prepaid and collect double postage.

Very respectfully, your obedient servant,

JOHN WANAMAKER,  
*Postmaster-General.*



## EXHIBIT A.

### INADEQUACY OF THE PRESENT DEPARTMENT BUILDING.

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POST-OFFICE DEPARTMENT, OFFICE OF THE CHIEF CLERK,  
*Washington, D.C., November 6, 1889.*

SIR: As nearly as I have been able to ascertain from examination of the old appropriation bills and annual reports of the Department, the present Post-Office Department building was not fully completed for occupancy until about 1866, although its erection or the erection of a part thereof had been begun a number of years previously.

In 1874 the grade of the streets surrounding the Post-Office Department was materially changed, involving the exposure, to about one-half its height, of the basement floor of the Department building, which thereupon was fitted up for occupancy. At that time the Department was occupied jointly by the departmental force, the Sixth Auditor's employes, and the force of the city post-office. In 1880 separate provision was made for the Washington City post-office by the rental of an additional building, so that in that year the availability of the main Post-Office Department building for postal purposes was substantially what it is to-day. The only outside building at that date rented by the Department for a portion of its force was the topographer's office, then located on E street, between Ninth and Tenth, comprising thirty-four employes.

As early as 1880, notwithstanding the circumstance that a full additional floor had but six years before been provided, and that a large amount of space had during that year been vacated by the city post-office, the pressing need of additional room was recognized and presented. The additional rooms provided by the removal of the city post-office were stated to be insufficient to accommodate comfortably the then existing clerical force of the Department and the Sixth Auditor's Office. It was stated by the Postmaster-General that every room in the building was occupied, and many of them so overcrowded that the work of the Department was conducted with great inconvenience. He said:

"There is at the present time urgent need for a new building of ample dimensions for conducting the business operations of the Department, and this necessity will become more and more urgent every year."

Even as far back as 1873 the then Postmaster-General, in recommending to Congress a plan of the Supervising Architect of the Treasury Department for fitting up the basement story provided by the change of grade of the surrounding streets, foreshadowed the necessity of a new building, and expressed himself as decidedly of the opinion that the best arrangement for the Government would be to erect a new post-office building on another site of ample dimensions to accommodate the prospective increase of the clerical force of the Post-Office Department for the next fifty years, and to transfer the present building to the Interior Department, which had

already been obliged to rent private buildings for the accommodation of a large portion of its clerical force.

From the presentation of facts made in the report of Postmaster-General Maynard in 1880, it was apparent that the early construction of a more commodious building was a necessity, and he prudently suggested that as several years must elapse before such a building could be erected, no time should be lost in taking the initiatory steps for its construction.

From time to time the Department has been compelled by the pressing demands of an increased and ever increasing service to request and obtain appropriations for renting private buildings for the accommodation of a portion of its force, by the colonization of which temporary relief would be afforded to those remaining in the main building.

These provisional measures, of doubtful expediency at best, but probably all that could have been accomplished at the moment, have resulted up to the present time in the rental of five such private buildings, namely, one upon Ninth street between D and E, in which is located the office of the topographer; one upon E street between Ninth and Tenth, in which are housed the money-order divisions of the Sixth Auditor's office; one at the corner of Eighth and E streets, connected with the main building by a bridge, which accommodates the money-order office of this Department, the office of Foreign Mails, the Inspection Division of the Second Assistant Postmaster-General's office, and a portion of the Auditor's clerical force; one upon E street between Sixth and Seventh, occupied wholly by the Division of Post-Office Supplies; and one upon C street between Four-and-a-half and Sixth streets, used as a mail-bag repair shop and lock repair shop. The combined rental of these five buildings amounts annually to \$20,000.

In 1885, soon after an appropriation had been made for the rental of what is known as Marini's Hall, the Postmaster-General stated that the relief to the Department which had been gained by the use of that building could not be expected to continue sufficient for many years, and recommended the construction of a new building or an addition to the present one.

In 1874 the total number of employes in this Department, not including a few employed upon a temporary roll, was 334, and the total number in the Sixth Auditor's Office was 224; a grand total of 558. Yet it must be remembered that, with the exception of a basement floor, provided as stated above in 1880, this building then had precisely the same facilities for the accommodation of clerks that it has to-day.

In 1880, at which date the additional basement floor was made ready for occupancy, the total number of employes in the Post-Office Department was 410 and the total number in the Auditor's office 269, a grand total of 679, an increase of 121 over 1874, six years previously; so that it may be understood from these figures how little relief in the way of room even a full basement floor at that time afforded.

In 1882 steps were taken towards colonizing a portion of the force by the removal of the office of the money-order system and a portion of the Sixth Auditor's Office to an annex building at the corner of Eighth and E streets, which were supplemented at various dates since that time by similar removals to three other buildings, as stated above, in addition to the mail-bag and lock-repair shops. Yet, notwithstanding the fact that there are now located in the money-order annex building 79 persons belonging to the Money-Order Office, 25 employes of the Second Assistant Postmaster-General's Office, 11 employes of the office of the foreign mails, and 36 attached to the office of the Sixth Auditor, a grand total of 151; that 187 employes of the Sixth Auditor's Office are situated in Marini's Hall; that 25 employes of the Topographer's Office find accommodations in the building upon Ninth street; that about 20 persons, comprising the division of post-office supplies, find lodgment in the Rink building on E street—notwithstanding this absolute removal of 383 people to other quarters, a number greater by 49 than the total number of the employes in the Post-Office Department (not including the Auditor's Office) in 1874, there remain in this the main

building at the present time 512 employes of the Post-Office Department and 201 of the Auditor's Office, a total of 713, being a considerably larger number than has ever before been quartered in the building.

It must not be lost sight of, in addition to all this, that in still another building upon C street, between Four-and-a-half and Sixth streets, there are 114 persons engaged in repairing mail-bags and 2 in repairing locks, all of whom are legitimately and strictly employes of the Post-Office Department.

It requires but a glance at the statistical reports of the Department to comprehend the enormous growth of the postal establishment during the last few years.

In 1874 the total number of post-offices in operation was 34,294; the total length of post routes, 269,097 miles; the gross revenue of the Department was \$26,477,072. The total compensation of postmasters was but \$5,818,472; the total issues of postage-stamps amounted to 632,733,420; of stamped envelopes and wrappers to 136,418,500, and of postal-cards, 91,079,000; the total issues of money-orders amounted to \$74,424,864.

Six years later the number of post-offices had increased to 42,989, the length of post routes to 343,888, the gross revenue of the Department to \$33,315,479, the compensation of postmasters to \$7,701,418, the issues of postage-stamps to 875,681,970, of envelopes and wrappers to 207,137,000, of postal-cards to 272,550,500, and the issues of money-orders to \$100,352,818.

In 1888 the marvelous advance had been made to 57,376 in the number of post-offices and 403,976 miles in length of post routes, with the gross revenues of the Department at \$52,695,176.79 and the compensation of postmasters \$12,589,768.66, the issues of postage-stamps the tremendous total of 1,867,173,140, of envelopes and wrappers to 433,635,750, and of postal-cards 381,797,500, while the money-orders issued amounted to \$119,649,064.98.

Contemplation of these evidences of the growth of the service ought to be quite sufficient to demonstrate the overwhelming necessity for additional accommodations to insure the rapid, prompt, and systematic dispatch of its multitudinous business details.

The total floor space in the main Post-Office Department Building available for clerks, exclusive of halls, walls, stair-cases, engine and fire rooms, and of wall cases and wall furniture of various kinds, is about 68,000 square feet. The total space available for the same purposes in the money-order annex is about 14,000 square feet, the total space occupied by clerks in the Rink building, 2,100 square feet; the total space in Marini's Hall used by clerks is about 10,700 square feet, and in the topographer's office about 3,900 square feet; a grand total of 98,700 square feet for 1,066 employes, an average of something over 90 square feet of floor space for each officer and employe, together with his desk, chair, files-casing, office furniture, and appliances, etc.

A comparison between the office force of the State, War, and Navy Department and the space in the State, War, and Navy Department Building with the force of this Department and the space in the Post-Office Department Building, will tend to show still further the inadequacy of the latter. The information presented is believed to be accurate enough for practical purposes. I am informed that there are situated in the State, War, and Navy Department Building about 1,573 officers and employes, of whom 81 belong to the State Department, 1,279 to the War Department, and 213 to the Navy Department, and that the total floor space for offices in the State, War, and Navy Department Building is 209,471 square feet. This would allow an average of 133 square feet for each person, or 43 square feet more per person than is occupied in the Post-Office Department; that is to say, the office space per person in the State, War, and Navy Building is about half again as great as in this building.

The total storage space in the State, War, and Navy Building is 46,200 square feet, in addition to a sub-basement, containing 60,000 square feet, occupied by boilers, apparatus, and shops for storage. The total files and storage space of the Post-

Office Department, exclusive of the attic, is about 15,000 square feet, and in the attic there are over 14,000 square feet additional, which is not suitable for the purpose.

Having presented this statement of facts and figures, I deem it an urgent public duty to bring to notice the present inadequate facilities for the transaction of the business of this Department, and to urge, with all the strength of utterance I may possess, for the application of a remedy. Not only is additional space required for the officers and clerical force, but there is demand for storage capacity, principally for files. Many of the hall-ways of this building, and of some of the rented buildings, are completely packed with files of important and valuable papers, which are increasing daily, and for a large quantity of books and papers there is even now absolutely no place in which they may be preserved. The hall-ways, even if unobstructed, are not too wide, and when thus packed with casing full of papers they become the receptacles of dust and dirt, emit unhealthy odors, and afford insufficient passages for ingress and egress.

There are annually received now nearly 240,000 quarterly reports alone from postmasters and about 480,000 weekly statements from money order and postal-note offices, together with very numerous certificates, vouchers, and papers of various sorts. The paid money-orders and postal notes alone received in the course of a single year number about 17,000,000. The great majority of these reports and vouchers are important matters of record, and the money-orders and postal notes particularly, with the accounts pertaining thereto, it is essential to preserve. Moreover, they involve very large sums of money, and some of them in the hands of dishonest persons could be made the instruments of fraud against the Government. The accounts involve important financial transactions of which they are the record, and upon them vast interests depend. These are for the most part handled and stored in insecure rented buildings, with inadequate protection even during the day-time, but especially during the night, exposed at all times to the danger of fire and depredations of sneak-thieves and trespassers.

The capacity of the main building and of the rented buildings is at the present moment strained to its utmost. There is no room for anything more. Indeed, it has even been proposed that some 2,000 files books containing recent money-order returns shall, for lack of other place, be stored in the court-yard of this building, and be protected from the weather by awnings of tarpaulin. I wish also to remark that notwithstanding the employees have, with little complaint, adjusted themselves, as far as they could do so, to the present condition of affairs, many of the office rooms and most of the storage space are wholly unfit to be used for any purpose whatever in connection with the public business of a great department.

No part of the basement floor ought to be used by clerks. The center of the perpendicular walls of the basement rooms is about on a level with the surrounding streets. This makes these rooms the receptacles of dust and dirt blown into them, and the floors, being so far below the level of the street, are more or less damp, while ventilation throughout the basement is wretched and the light very poor. The files stored in the basement become moldy and covered with dust and filth. The same may be said of the files crowded to the utmost capacity of the space in the attic immediately under the roof. Here are kept vast piles of papers and books in a condition such as must in a short time utterly destroy their value as records but which must nevertheless be not infrequently referred to in the current dispatch of the business of the Department. Here searches for necessary information must be made by the clerks in an atmosphere, in certain seasons of the year, almost unendurable.

In this connection I desire to state that I have received notice from the Auditor for this Department, he having been informed that all the available space for filing and storage purposes is exhausted, that he will require for the next fiscal year storage capacity as follows: For money-order guard-books, 2,200 cubic feet; for money-orders, 800 cubic feet; for postal-notes, 225 cubic feet; for registers, 250 cubic feet; for guard-books for international money-order accounts, 240 cubic feet; for international coupons, 110 cubic feet; for paid international orders, 40 cubic feet; for letter bills,

24 cubic feet; for statements of weekly accounts, 8 cubic feet; for quarterly postal accounts, 1,500 cubic feet; for files for the Review Division, 30 cubic feet; for files for the Book-keeping Division, 40 cubic feet; for files for the Collecting Division, 114 cubic feet, and for files for the Pay Division, 275 cubic feet; a total of 4,456 cubic feet. It must be borne in mind that these files can not be solidly packed in rooms, but that they must be arranged in casing, so that they may be readily accessible for reference at all times to the clerks engaged upon the various classes of work.

I can not refrain from commenting upon the singular policy, to say the least, of expending large sums of money for the rental of insecure, unsuitable private buildings as additions to the long since inadequate public building. The aggregate sum paid annually by this Department alone would go far toward making up a fair interest upon what would be required, if prudently expended, to purchase the ground necessary for the erection of a new, suitable, and sufficient building. It will not be questioned that the rentals now paid for these outside buildings are too high for the accommodations afforded. Indeed it has been remarked that the renting of private buildings to the Government constitutes one of the most profitable industries of this city.

I deem this an especially opportune occasion for pressing this subject upon the public attention, inasmuch as the need of a new post-office building for city purposes is at the same time so urgent, and I am not unwilling to believe that with the facts presented as to the Post-Office Department Building, and with those already known, and heretofore frequently set forth, as to the city post-office, Congress may regard it as a wise measure to give immediate consideration to this subject, with a view, perhaps, of combining the interests of both the Department and the post-office. For myself, I should be glad if the two were taken up concurrently, to the end that they may be located together, or in immediate contiguity to each other, so that the post-office, having been adequately provided for as to building capacity, might be made a model, and its several divisions a training-school, out of which in future years shall come the expert clerks and officials of the Department and of the service at large. I think this would be a wise public policy; that it would result in better service in both the post-office and the Department: in the former by holding out to the employees the inducement of promotion and of a wider sphere of usefulness, and in the latter by gaining for the larger service men of experience, educated in the fundamental principles of post-office work.

I would urge, preferably, the erection of an entirely new building in another location, not far removed, if may be, from the present one, rather than any system of extension or addition to the present building. I do not believe that the latter, under the most favorable circumstances, could, by any such addition or extension, be made to meet the requirements of the postal service. I think that it would be of far greater advantage to relinquish it entirely to some other Department—the Interior, for example, which is now, I believe, pressed for additional room, and for whose business the rooms, as at present arranged, would possibly be better adapted than for postal business.

I am strongly of the opinion that the best service can not be obtained in rooms like those now occupied. They are for the most part small, detached rooms, in which three or four clerks may possibly be crowded with some discomfort. Many of the divisions contain a large number of employees, so that by their arrangement through many rooms the benefits of close supervision are lost, and much time is thrown away by the necessity of frequent visits back and forth by clerks and messengers. I think for many purposes large single rooms far more desirable, and if this subject is, as I hope it may be, speedily taken up, I shall be glad to formulate and present for the consideration of the proper officers plans of what it seems to me would be the best arrangement of quarters for the purpose.

Very respectfully,

HON. JOHN WANAMAKER,  
*Postmaster-General.*

W. B. COOLEY,  
*Chief Clerk.*

## EXHIBIT B.

**REPORT OF COMMISSION TO CONSIDER SUBJECT OF PROPER  
LOCATION OF THE POST-OFFICE FOR WASHINGTON, D. C.**

SIR: The commission appointed by you to consider the practicability of utilizing a portion of the Pension building for city post-office purposes, or for obtaining proposals for other suitable quarters for the same, consisting of the First and Second Assistant Postmasters-General, the postmaster of Washington, and, on the recommendation respectively of the honorable Secretary of the Treasury and the honorable Secretary of the Interior, the Supervising Architect of the Treasury Department and the Commissioner of Pensions, respectfully submit the following report:

Congress having, by act of October 2, 1888 (S. L. 25, page 524), granted to the Postmaster-General authority to remove the Washington city post-office to the center of the court of the Pension building, provided that for this purpose a space of 290 feet in length by 90 feet in width only should be occupied, and having appropriated \$5,000 for the expenses of removal and fitting up the same, the commission at once addressed itself to the work of ascertaining the practicability of carrying into effect the authority thus conferred, and for this purpose several times visited and inspected the Pension building. They found that the inner court of the building affords ample space for a post-office, is well lighted by day, and can be lighted by incandescent lights for night work, should it be required. Additional radiation could also be placed for warmth in winter.

**OBJECTIONS TO THE PENSION BUILDING.**

As to the adaptability of the space for the use of the post-office, and the desirability of using it, the following seem to be important considerations:

First. The out-going and in<sup>c</sup>coming service would have to be accommodated through the one entrance way for wagons at the east end of the building. To afford adequate room for this purpose, radical changes in the present construction of the building would be necessary. A shed, more or less temporary in character, might be constructed at the end of the building to afford additional space and shelter. This would give relief in handling and storing through matter, not intended for opening or distribution in the Washington office, but would be of little practical use in the disposition of the vastly larger quantity of mail to be opened, distributed, made up, and dispatched from the central portion of the office. The handling of the constantly increasing mail in this city through one comparatively narrow entrance would seem impracticable.

Second. The extended distance the mail matter would have to be trucked, under the best arrangement that could possibly be made at this one entrance, would greatly delay the work and increase the expense of the service.

Third. The occupancy of the interior court of the Pension building for a post-office could not but be, under the most favorable circumstances, a serious drawback to the work of the force employed in the Pension building. To cover the court would, of course, exclude the light to a great degree and seriously interfere with the work of the post-office, besides rendering the expense of fitting up such an office very great. If, on the

other hand, it was left entirely open above the office, so as to admit light and air, the dust, inseparable from the work of so large a force working at all hours of the day in the center of this open court, would be found a source of constant annoyance in the conduct of the business of the Pension Office, and to this would be added the further annoyance occasioned by the presence of the great number of people visiting the city post-office. The occupancy of this central space would unquestionably impair the ventilation and sanitary condition of the office, particularly on the upper floors of the building, while it is doubtful whether in the post-office itself the temperature could be kept sufficiently uniform and the tendency to draughts checked so as to avoid serious injury to the employes.

Literally speaking, the effect would be to place a force of nearly three hundred people in the center of a building, surrounded by another force of thirteen hundred people, and to this would be added the public, which would, in the aggregate, largely outnumber the force of both offices each day. When it is remembered that the scheme of construction of the Pension building was, in the matter of light, air, ventilation, and general sanitary conditions, made dependent upon this large open court, around which the rooms of the Pension Office are arranged, it would seem that the whole plan would be defeated by locating another office in this space.

Fourth. The toilet rooms are already inadequate, and large and expensive additional accommodations would have to be provided. It is difficult to see, in the present condition of the building, how such space could be afforded.

Fifth. The cost of screens, furnishings, and equipment would be not less than \$25,000, the desks, boxes, distributing cases, and general office furniture of the present office not being of such a character as would justify their removal to another building.

Sixth. A site more convenient to the public and to railway depots is desirable, and would facilitate alike the business of the office and the prompt receipt and dispatch of the mails.

#### OTHER SITES AND BUILDINGS.

After the examination of the Pension building had been completed and the judgment of the commission formed, as above stated, other propositions were considered and various sites examined. Among these were the buildings on Four-and-a-half street recently occupied by the District Commissioners; the First Baptist Church on Thirteenth street, between G and H northwest; the cyclorama building on Fifteenth street and Ohio avenue; and buildings known as 419 and 421 on Sixth street northwest, in square number 489, together with the 77-foot lot immediately in the rear, facing on Fifth street, on which is located the building known as the Columbia Law building. There was also a conditional proposition to rent the First Presbyterian church, on Four-and-a-half street.

The proposals to rent these various premises were made in response to an advertisement under date of June 8, 1889, inviting proposals for lease of premises suitable for the Washington post-office. The various premises above described, offered at prices ranging from \$7,500 to \$10,500 per year, were visited and carefully examined. Some of them were found utterly unsuitable for post-office purposes, as their occupancy would necessitate changes and additions almost equal in expense to the construction of a new building. The First Presbyterian Church, fronting on Four-and-a-half street and having a 24-foot alley in the rear and a 30-foot passage-way leading from said alley out to the main street, and also alleys on the north and south sides, seemed to present the most advantages, and a careful measurement was made to ascertain whether or not it could be made available for post-office purposes. The measurement of the church shows, on the ground floor 5,295 square feet, and on the audience-room floor 5,992 square feet, a total of 11,287 square feet. The space now actually used in the Washington post-office is 20,989 square feet, of which all but 1,496 square feet are in the basement and first and second floors.

A diagram of the space occupied by each department was made and a corresponding space assigned to each in the church above mentioned. It was found that after

all the available space had been allotted there would still remain unprovided for the entire city delivery division, including the box department and general delivery. A third floor, above the audience room in the church, even if found to be an architectural possibility, would be utterly impracticable for post-office purposes, and would increase rather than decrease the difficulties now labored under in the present inadequate quarters. We quite agree with the statement of the Washington postmaster, who says that "While I would be glad to find relief in any direction, I do not see how such floor can be made available."

The First Baptist Church, on Thirteenth street, was found, both as to space and facilities for receiving and dispatching mail without serious inconvenience to business and the general public, unsuitable for post-office purposes.

The cyclorama building presented advantages as to space, but was deemed unsuitable, in view of its location, for a post-office in a city of this character.

The very large amount of floor space required and the desirability, so apparent as to render demonstration superfluous, of having the same, as far as practicable, on the first floor, renders the obtaining of a suitable building for post-office purposes, unless originally designed for such use, a work of very great difficulty. The boxes, general delivery, room for carriers, mailing division, registry department—which in the Washington office is exceedingly important—the money-order department, all require a large amount of open space, easily accessible to the public, and adjoining buildings, with narrow rooms and partitions necessary for their support, present disadvantages which effectively prevent their recommendation for post-office purposes without the contemplation of repairs almost equal in expense to the erection of a new building. A few buildings possessing considerable advantages in the matter of light and space might be mentioned, but they were not offered to the commission, after due advertisement had been made, and in most cases their location would be unsatisfactory to the residents and business men of the city.

#### THE PRESENT POST-OFFICE THE BEST.

In view of the facts above set forth, and of the unsatisfactory result of our investigations, we have to report that the present city post-office, all things considered, affords, for the time being, the best available facilities thus far offered. The entrance for the general public on Louisiana avenue, unimpeded by mail wagons, which have ample space for loading and unloading on C street, affords advantages not to be ignored in determining the question presented to us. The location is central, and in that regard at least it might perhaps be said to meet fairly well the necessities of the office. In view of the absolute necessity that exists for a permanent and suitable building for the city post-office and the fact that the emergency requiring it can not be much longer delayed, we are unwilling to recommend the rental of other quarters, which would in turn be temporary, and, in the nature of things, unsuitable, but which, in the meantime, must be fitted up at a very heavy expense to the Government, the furniture in the present office being, as we have already stated, utterly unfit to be removed and placed in any other office. When to this is added the serious inconvenience to residents and business men of a change to a location much less central we are forced to the conclusion that in the exercise of the authority granted you by act of March 26, 1888, to lease suitable premises in the city of Washington for the purpose of the Washington post-office, this commission can not, in the interest of the public service, do other than recommend to you the continuance of the office in its present quarters, at such terms as you may be able to secure, until such time as permanent and suitable quarters shall be obtained.

We further respectfully recommend that in any arrangement that may be made for further occupation of the present quarters a guaranty be required of the owners that they will expend not less than \$3,000 to make absolutely necessary repairs, all of which are essential to the comfortable and convenient occupancy of the building and a part to its safety. We also recommend that the small building adjoining the



present office on the east be rented, with the condition that it be extended through to C street. This will enable the postmaster to remove the money-order office to a point more accessible to the public, and relieve, for the time being, other overcrowded and embarrassed departments.

#### A PERMANENT OFFICE WANTED.

At the risk of exceeding the scope of its duties this commission respectfully represent that they do not feel justified in closing this report without first inviting your attention to the absolute necessity of some final action in this much-vexed question of suitable quarters for a post-office in this city. That they should be permanent and equal to the best in the country, instead of being temporary and far below the worst in any first-class city in the United States, will, we think, be conceded by all who have a just and commendable pride in the capital city of the nation.

The Washington post-office, upon which a very large local and a proportionately very much larger floating population depend for mail facilities, greater perhaps than that in any city of its size in the Union, has long been a synonym for all that is utterly bad in the matter of light, ventilation, cleanliness, safety, and comfort. That it has not, with its valuable Government property and still more valuable records, been destroyed by fire, is a matter of surprise to those best acquainted with its interior arrangements, while its immunity from robbery of a serious character has been purely a matter of good luck, that may at any time be changed by a serious disaster. We desire in this connection to invite your attention to the following information showing the extent and growth of business in the Washington post-office since 1883, at which time a careful statement of the business of the office was prepared by the then Postmaster, Frank B. Conger. A comparison with an earlier date would have shown an increase almost without parallel in the larger offices of the country, but a later date has been chosen as a basis of comparison, first, because the figures had been carefully verified and were accessible, and second, because they fairly represent the steady yearly growth of the business of the Washington office.

#### THE GROWTH OF BUSINESS.

Among other very interesting and intelligent statistical information furnished by the Washington postmaster, it will seen that the Government values passing through the registry division during the year ended June 30, 1888, amounted to \$497,671,849. This seemingly incredible statement is explained by the fact that a vast amount of internal revenue and other valuable Treasury Department matter is constantly passing through the Washington post-office, and is transported free in the registry pouches. It will be observed that much of this vast work is performed, and this valuable matter handled, in a space of less than 2,500 square feet, situated on three different floors of the building. We invite special attention to a report, hereto attached, relative to the registry division, addressed to the honorable Third Assistant Postmaster-General by Z. Moses, assistant superintendent of Railway Mail Service.

The Washington city post-office was removed to the quarters now occupied in the year 1879. At that time the entire clerical force consisted of 88 persons. Including special-delivery messengers the force now numbers 197 employes, exclusive of carriers. The carriers in 1879 numbered 44. There are at the present time 130 carriers, including substitutes, being an increase of 196 per cent.

In 1879 the number of stamps, postal-cards, etc., sold per month was 468,000, amounting to \$8,985; the sales now amount to 1,835,252 per month, or \$32,737.10 in value, being an increase of 293 per cent. in number and 265 per cent. in value. The sales of envelopes, wrappers, etc., have increased during the same time from 41,500 per month, amounting to \$774.70, to 197,500, amounting to \$3,617.50, an increase of 376 per cent. in number and 367 per cent. in value.

The total number of stamps, postal-cards, envelopes, and wrappers shows an in-

crease per month from 509,500 at time of removal to 2,032,752, an increase of 280 per cent. And this represents simply the increase in local postage, the Department matter being almost entirely in penalty envelopes, and it is estimated that at least 65 per cent. of all mail handled at the Washington office is free matter.

In the delivery division the number of pieces of mail received in the year 1880 amounted to 89,390,007; in 1883, 36,608,452, being an increase of 144.17 per cent., viz, 52,781,554.

The number of pieces of mail delivered and collected in the delivery division in 1889 was 34,868,629; in 1883, 16,969,707, being an increase of 105.54 per cent., viz, 17,898,922.

Postage upon local letters in 1889 amounted to \$63,023.33; in 1883 \$31,131.19, being an increase of 102.40 per cent., viz, \$31,892.14.

All this work is performed in the space of about 4,000 square feet.

In the mailing division of said office the total number of pieces dispatched in 1888 was 98,743,500; in 1883 54,827,332; showing an increase for five years of 43,916,108, or 80 per cent., averaging 16 per cent. per annum. The space assigned for this important work consists of about 3,440 square feet.

In 1883 distribution was made in said mailing division of mail for eleven or twelve States, embracing 22,399 offices; said division is now distributing to post-offices and railway lines in eighteen States, which embraces 31,242 post-offices, and also making a separation for the Dominion of Canada by provinces and to lines entering and passing offices designated to exchange mails with Canada. In this territory there are 7,586 post-offices.

In the newspaper department there are made up and forwarded under different titles to railway post-office lines and post-offices 215 pouches and sacks at a rack or newspaper case with space for adjusting but 136 pouches and sacks, the others being hung on nails and hooks driven into the walls and attached to some portion of the tables upon which the mails are emptied.

In the registry division of this office the whole number of pieces handled during the fiscal year ended June 30, 1889, amounted to 2,092,748. In the year ended June 30, 1883, 974,214, being an increase of 114.81 per cent., viz, 1,118,534.

The Government values passing through the Washington City registry division during the year ended June 30, 1888, amounted to \$497,671,849. All of this vast work is performed and all this valuable matter handled in a space of about 2,377 square feet, situated on three different floors of said building.

In the money-order division of said office the total number of domestic and international money-orders issued during the year ended June 30, 1889, amounted to 32,366; during the year ended December 31, 1883, 27,020, being an increase of about 20 per cent. viz, 5,346. The amount received for same during 1889, \$532,796.10. The amount received for same during 1883, \$439,163.51, being an increase of about 21 per cent., viz., \$93,632.59.

The number of domestic and international money-orders paid during year ended June 30, 1889, amounted to \$34,620; paid during year ended December 31, 1883, amounted to \$80,298, being an increase of about 5 per cent., viz, \$4,322.

The amount paid on the same during 1889, \$876,434.49; the amount paid on the same during 1883, \$854,532.53, being an increase of about 2 per cent., viz, \$21,901.96.

The number of postal-notes issued during 1889, 11,042; the number of postal-notes issued during 1883, 3,885, being an increase of about 286 per cent., viz, 7,157. The amount received for same during 1889, \$19,975.27. The amount received for same during 1883, \$8,526.71, being an increase of about 134 per cent., viz, \$11,448.56.

The number of postal-notes paid during 1889, 57,696. The number of postal-notes paid during 1883, 15,307, being an increase of about 276 per cent., viz, 42,389.

The amount paid on same during 1889, \$82,453.09. The amount paid on same during 1883, \$25,755.58, being an increase of about 220 per cent., viz, \$56,697.51.

Deposits received during year ended December 31, 1883, \$1,423,881.80. Deposits

received during year ended June 30, 1889, \$1,098,701.81, being a decrease of about 29 per cent., viz, \$325,179.99.

Deposits made during year ended December 31, 1883, \$988,400. Deposits made during year ended June 30, 1889, \$698,526.26, being a decrease of about 41 per cent., viz, \$289,873.74.

The average increase of the above items amounts to 120.5 per cent. The average decrease in deposits received and made amounts to 35 per cent.

It will be seen from the above statement that, notwithstanding the inaccessible quarters assigned to the Money-Order Division upon the second floor, to which its patrons have to pass through narrow, dark, and winding passages, a gratifying increase has been made in the business of said division. Besides, the establishment of many postal stations since 1883 has relieved the main office of some domestic money-orders and postal-notes issued, while it has increased the work of the main office in examining and comparing the accounts of said stations. It is believed that if the Money-Order Division could be located upon the main floor the business of the division would be greatly increased. All of this work is performed in a space of about 810 square feet.

In the year ended June 30, 1889, the amount of second-class matter passing through the mails at said office amounted to 1,842,888 pounds; during the year ended June 30, 1883, 714,562 pounds, being an increase of about 160 per cent., viz, 1,134,326 pounds. The space allotted to said work consists of 70 square feet.

#### THE WORKING.

While the work and working force has so increased in every department the only increase in available space in nine years has been obtained by building a storm shed beyond the building line on Louisiana avenue, which makes it possible to use 904 additional square feet inside the building. On occasions of high water the storage rooms and basement are flooded, not only ruining supplies stored there, but depositing refuse matter, which, with the attendant dampness, remains a standing menace to the clerks in the office and to the general public who visit it from day to day. That serious sickness among the employes has been frequent and continuous is by no means remarkable, while escape from much more serious consequences is an occasion for thankfulness. The situation, bad enough at first, grows steadily worse, with the enormous increase of the business and the corresponding increase of the force necessary to transact it.

The communications received by the Commission from residents and business men here indicate a general public sentiment in favor of suitable quarters, which in any of the large cities in the States would long ago have ripened into a demand. This feeling can not but be general among all our people who have visited the city or who have any knowledge of the office. It would be of great advantage to the morale of the post-office service if the city possessed a building which would not only be adequate to its needs, but an example to those who visit it of all that a modern post-office should be. The large number of postmasters commissioned here and visiting the city prior to entering upon the duties of their respective offices very naturally visit the office for ideas and instruction to govern them in the early stages of their prospective administrations, and while the city has been generally fortunate in the appointment of its postmasters, it must be said that in that direction only could the visitor be profited by any investigation he might make, unless, indeed, he visited the office with a view to ascertaining what to avoid rather than what to imitate.

#### A NEW BUILDING WANTED.

When it is taken into consideration that not only are the present quarters entirely inadequate and unsatisfactory for the purposes of a city post-office, but in addition the Government is paying nearly \$20,000 per annum rental for the transaction of the

business of the general post-office, which long since outgrew the present quarters, the necessity for and wisdom of erecting, at an early date, a building that will not only accommodate the city post-office in some central portion but also afford room for the various departments that have been crowded out of the general post-office building, will, we think, be apparent. The question of suitable quarters can not much longer be deferred, and considering the time necessary for the completion of a suitable building the necessity for early action is apparent.

Whatever action may be taken, however, to relieve the Department, we respectfully urge that you recommend to Congress the immediate necessity for securing to the city of Washington an office that will be commensurate with the dignity and importance of the capital of our country, and do away with an institution that has become a by-word in consequence of its conspicuous unfitness, and the futility of the many attempts that have been made to remedy the evils complained of.

Very respectfully,

J. S. CLARKSON,

*First Assistant Postmaster-General.*

S. A. WHITFIELD,

*Second Assistant Postmaster-General.*

GREEN B. RAUM,

*Commissioner of Pensions.*

J. H. WINDRIM,

*Supervising Architect of the Treasury.*

JOHN W. ROSS,

*Postmaster at Washington, D. C.*

## EXHIBIT C.

## CORRESPONDENCE IN REGARD TO GOVERNMENT TELEGRAPH RATES.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL,  
*Washington, D. C., June 29, 1889.*

GENTLEMEN: I beg to inform you that in view of the large amount of official telegraph business given to your company by the Executive and other Departments of the Government, I desire, in the exercise of my duty under the law of fixing rates for the ensuing fiscal year, to establish reduced rates for that year; and accordingly I have to notify you that the uniform rate for the fiscal year beginning July 1, 1889, and ending June 30, 1890, will be one mill a word, irrespective of distance, for all messages, day or night.

Very respectfully,

JNO. WANAMAKER,  
*Postmaster-General.*

The WESTERN UNION TELEGRAPH COMPANY OF NEW YORK.

NOTE.—Similar letters were sent on the same day to all telegraph companies that have accepted the provisions of the act of 1866.

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EXECUTIVE OFFICE,  
WESTERN UNION TELEGRAPH COMPANY,  
*New York, July 2, 1889.*

DEAR SIR: Your circular letter of June 29 ultimo, addressed to the Western Union Telegraph Company, and to several other telegraph companies, of which I am president, has been duly received.

The rate you propose for Government telegraph service during the ensuing fiscal year, one mill per word by day or night without respect to distance, is so very far below the actual cost of the service that I respectfully ask that you will suspend its official declaration and afford the telegraph companies an opportunity of demonstrating by facts and figures its great injustice.

Under the rates in force for several years past it is doubtful whether we have not been doing the Government telegraph service at a loss, certainly we have with little or no profit.

The average cost to this company for transmitting and delivering messages has been steadily reduced from 63.4 cents per message in 1867, to 23.4 cents in 1886, to 23 cents in 1887, and to 23.2 cents in 1888. These figures represent the lowest average cost per message that we have ever been able to reach with all the economies of time and labor we could apply to the service; and the correctness and justice of these figures were established by abundant testimony before the Senate Committee on Post-Offices and Post-Roads in the spring of 1888.

The Government rates of the past year, with the minimum of 20 cents, have possibly paid an average of 23.2 cents, which is the average cost to this company. But the Government service is exacting, entitled to preference under the law, and requiring the promptest transmission and delivery.

The Post-Office Department has for many years taken great pains to ascertain the cost to railroad companies of carrying the mails on fast trains, and has with great care adjusted the rate per mile on the several classes of mail transportation so as to pay the railroad companies a fair compensation for the service rendered. I can not believe that your administration of the Department would intentionally make an exception to this basis of equity and fair dealing in its requirements of telegraph companies. Indeed, it is worth consideration whether such action would not be beyond the warrant of the Constitution and amount to an appropriation of private property for public use without due compensation therefor.

Your proposed order would compel this company to transmit a message of twenty words from Washington to Portland, Oregon, and deliver the same, for 2 cents, which is the cost of delivery alone in that city. That service would involve five relay transmissions, with a competent operator at each repeating station, requiring no less than seven operators to handle it; also clerks to receive, check, and book it; besides its due proportion of the cost of maintaining the lines, supplying batteries, stationery, etc. The total cost of the service to this company for such message would not be less than 46 cents, or twice the average cost of all our messages.

Trusting I shall be awarded an opportunity of a hearing in person, and craving indulgence for the length of this letter,

I have the honor to remain, very respectfully, yours,

NORVIN GREEN,  
*President.*

HON. JOHN WANAMAKER,  
*Postmaster-General.*

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SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY,  
195 Broadway, New York, July 3, 1889.

DEAR SIR: I beg leave to acknowledge the receipt of your letter of June 29, notifying us that the rate on official telegraph business for the fiscal year beginning July 1, 1889, has been fixed at one mill a word.

This company respectfully protests against the establishment of a rate so far below the cost of the service, and earnestly hopes that the matter will be reconsidered and adjusted on a more equitable basis.

Very respectfully,

JNO. VAN HORNE,  
*President.*

HON. JOHN WANAMAKER,  
*Postmaster General, Washington, D. C.*

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POSTAL TELEGRAPH-CABLE COMPANY,  
WASHINGTON BUILDING, NO. 1 BROADWAY,  
New York, July 3, 1889

DEAR SIR: The minimum rate for transmission of Government messages as fixed by your predecessor for the past year was, as you are no doubt aware, practically 1 cent per word for day service, and three-quarters of a cent for night service exclusive of date and place from, which were transmitted free. To this a slight addition was made in case of messages transmitted more than two thousand miles.

The reduction demanded by your circular letter of June 29, 1889, just received amounts, therefore, to about 90 per cent. upon a rate which can hardly be said to have paid the actual cost of performing the service.

This company respectfully protests against the terms of your notice above referred to and believe that you can not be familiar with the methods of telegraphic trans-

mission, and the labor and cost involved in it. We assure you that the rate named by you, which is barely equivalent to three cents, on an average, for the handling of telegrams, regardless of distance, will not pay the cost of accounting alone, by the forms required by the Government. The average cost to us of delivery alone is over 3 cents per message.

While it is true that this company has accepted the provisions of the law of Congress which confers upon the Postmaster-General the right to fix rates for the transmission of telegrams for the Government, it seems to us incredible that it can be the wish of the Government, when the facts are understood, to compel the performance of service not only without compensation, but at a actual and serious loss. Surely such a condition was not contemplated by this company when its assent to the law was given, and we respectfully and earnestly request that if the statements herein made fail to satisfy you of the fairness of our position in this matter, we be accorded such hearing, in person or otherwise, as you may prefer, as shall place the facts fully before you, and secure justice done.

Very respectfully,

A. B. CHANDLER,  
*President.*

HON. JOHN WANAMAKER,  
*Postmaster-General, Washington, D. C.*

POST-OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL,  
*Washington, D. C., July 3, 1889.*

SIR: I have to acknowledge the receipt of your letter of the 2d instant, and to inform you in reply that, in compliance with your request, the official promulgation to the other Departments of the Government of the order fixing telegraph rates for the ensuing fiscal year will be suspended a reasonable time to afford your company, and any others desiring it, an opportunity to be heard.

Very respectfully,

JNO. WANAMAKER,  
*Postmaster-General.*

HON. NORVIN GREEN,  
*President Western Union Telegraph Company, New York, N. Y.*

NOTE.—Similar replies were sent July 5 and 6 to the Postal Telegraph and Cable Company and to the Southern Bell Telephone and Telegraph Company, respectively.

POSTAL TELEGRAPH-CABLE COMPANY,  
WASHINGTON BUILDING, NO. 1 BROADWAY,  
*New York, July 10, 1889.*

DEAR SIR: I think the main facts which are entitled to consideration in fixing rates on the telegraph business of the Government are contained in my letter to you of July 3. I will, however, endeavor to state our view of the subject, in reply to your letter of July 5, somewhat more completely and as briefly as practicable.

The rate indicated in your letter of June 29 would amount to less than 3 cents per message, on an average, as compensation to the telegraph company for the transmission and delivery of Government business.

It has been clearly ascertained that the average cost of handling all classes of messages is over 20 cents each. The cost of handling Government messages is somewhat more than that of other business, for the reason that they are entitled to precedence, they are largely in cipher, requiring especial care and skill, and are usually longer than ordinary commercial and domestic messages.

As you may not be aware of the extent of service required in the transmission of messages by telegraph, allow me to explain the course of a message filed in our main office in Washington and destined to Kansas City. It has first to be carefully counted and "checked" by a receiving clerk. "Checked" means a notation of the time received, by whom received, the number of words, and whether "paid" or "collect," in the proper places for such notation upon the blank form on which the message is written. It is then sent to an operating desk and transmitted, letter by letter, character by character, ordinarily direct to Chicago, where it is received by an operator who is required not only to write it out in full, but to carefully count and compare the number of words, and re-check the message. It is then sent to another desk, and the same process is repeated by another operator at Chicago sending direct to an operator in Kansas City, who repeats the process of the receiving operator at Chicago.

In this, the ordinary process of transmission under favorable conditions of weather, at least two automatic mechanical repeaters, each requiring careful and constant watching by a skilled operator, are employed, one at Pittsburgh, Pa., and another at St. Louis, Mo. In unfavorable conditions of weather such as often prevail, instead of being repeated automatically, the whole process of manual receiving and sending by separate operators is necessary, and not unfrequently this has to be done at more than two points. When the message has been received at destination, an impression copy of it is taken for reference and record, the original as received is enveloped, addressed, entered upon a delivery sheet, and again upon a receipt blank, and sent by messenger to its address. The office at Washington and the office at Kansas City keep a book account of the message, and each makes a "check report" for the information of the auditor of the company. The office at which the message is payable makes a bill in duplicate or triplicate in case of Government messages, and of course observes the forms required by the Government in accounting and collecting therefor.

The example above stated is by no means an unusual one. Nearly all messages passing between points equally remote from each other as Washington and Kansas City require to go through at least as many different hands as in this case. In many cases, messages between points much nearer to each other than Kansas City and Washington require as much labor, and in bad weather the labor is materially increased, and the speed of transmission, and consequently the amount of business capable of being transmitted, greatly reduced upon all long circuits.

I have already stated that, in accepting the law of Congress under which the Postmaster-General is authorized to fix rates for Government telegraph business, it was not contemplated by this company that, under any circumstances, the Government would seek to have such service performed at less than its actual cost to the company. I will now add that I do not believe the law itself contemplates that such loss should be inflicted upon the telegraph companies, and my opinion in this regard is supported by legal counsel.

The effect of compliance with your letter would be to impose a tax upon us of not less than \$90 upon every \$10 paid to us by the Government for its telegraph service.

It is proper to further state that, as a matter of fact, this company has never, so far as I know or believe, derived the slightest benefit from its acceptance of the "law of 1866." We have occupied no portion of the public domain, nor have we occupied any military or post road by virtue of that law. We have used no stone, timber, nor other materials taken from public lands, nor any public lands for our stations. How then can the Government seek to enforce such an act of injustice and oppression as the observance of your order would inflict?

It seems to me that I need only add that if the terms stated in your letter of June 29th, are to be enforced, or, indeed, if any reduction below the rate on Government business which has prevailed during the past year is to be demanded of this company, we shall hope to be spared the necessity of handling any part of it.

Very respectfully, yours,

A. B. CHANDLER,  
*President.*

HON. JOHN WANAMAKER,  
*Postmaster-General, Washington, D.C.*



EXECUTIVE OFFICE,  
WESTERN UNION TELEGRAPH COMPANY,  
*New York, July 11, 1889.*

DEAR SIR: I was informally advised that it would suit your convenience to hear me on Friday, the 12th inst., and I had been engaged several days examining data and preparing what I wanted to say. But I was attacked yesterday with an illness, from which I have suffered a good deal in the past six weeks, which renders me physically unable to go to Washington at this time. I have been obliged, therefore, to put my further argument in the form of a letter, that you may not be delayed in considering the subject to which it relates.

The paper is necessarily a long one, but I think it will repay you to give it a careful perusal, and trust you will do so in view of the large interests involved.

Very respectfully, yours,

NORVIN GREEN,  
*President.*

HON. JOHN WANAMAKER,  
*Postmaster-General.*

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EXECUTIVE OFFICE,  
WESTERN UNION TELEGRAPH COMPANY,  
*New York, July 11, 1889.*

DEAR SIR: Title 65, Revised Statutes, embracing the acts of July 24, 1866, and of June 10, 1872, was the outgrowth of the first efforts to induce Congress to establish a Government telegraph.

A scheme was pressed before a committee of Congress to incorporate a new telegraph company by the General Government, with which the Government should contract to transmit telegrams at a price to be agreed upon, the Government receiving and delivering the messages and being the only party known to the patrons of the telegraph. This scheme was justified on the ground that the Government had no right to take existing telegraph properties except at prices and on terms acceptable to the companies that owned them; and the scheme was objected to by the telegraph companies then existing on the ground that the Government, entering upon the telegraph business at rates that would not pay expenses, would simply destroy existing telegraph properties. It resulted in a compromise between the telegraph companies and the committee of Congress, of which, I believe, the lamented Garfield was chairman, giving to the telegraph companies certain franchises and privileges, and to the Government certain advantages and privileges, including priority of service at rates to be annually fixed by the Postmaster-General, and, what was deemed at the time of most importance to the Government, the right to take existing telegraph properties of the companies who accepted the provisions of the act at an appraised value to be ascertained by arbitrators, as described in section 5267.

This compromise agreement was enacted into law, subject to formal acceptance by the telegraph companies; and their acceptance filed with the Government rendered it to all intents and purposes a compact between the Government and the telegraph companies, the operation of which was intended to be that the Government should have the right to take all telegraph properties, and that if it should elect to establish a Government telegraph it should take existing telegraph properties on terms to be ascertained as the law directs.

This section, 5267, Revised Statutes of 1878, annotated as being enacted June 10, 1872, giving the Government the right to take telegraph properties, is, in substance, the same language as the proviso at the close of section 3 of the original act of July 24, 1866, and therefore a part of the compact accepted by the Western Union Telegraph Company in June of 1867.

## THE FIXING OF RATES BY THE POSTMASTER-GENERAL.

This does not appear to have been considered an imperative duty on the Postmaster General, for no action seems to have been taken by that officer in the direction of fixing rates until July 1 of 1871, when the necessity for it was alleged to have arisen by reason of the complicated character of the service in transmitting the signal weather reports.

A conference with the telegraph companies was invited by Postmaster General Creswell through Captain Howgate, the acting head of the Signal Service, and a discussion of the subject was had in Washington, President William Orton representing the Western Union Telegraph Company, and the Postmaster-General having the assistance of Assistant Attorney-General Whiting and the head of the Signal Bureau, and the rates were fixed satisfactorily to the telegraph companies. They were not annually revised until some years later, and in almost every instance the telegraph companies were consulted as to what they could afford to do the service for. In two instances Postmaster-General Jewell and Postmaster-General James, at the instance of the telegraph companies, recalled and modified their orders after they had been officially proclaimed.

The language of the act—that messages between the several Departments of the Government “*shall have priority over all other business* at such rates as the Postmaster-General shall annually fix”—may be construed as contemplating the fixing of a higher rate than is paid by other patrons because of such priority in transmission over all other business. Certainly it never contemplated conferring the power to fix the rates below the actual cost of the service. Such action is nothing short of confiscation and expropriation of the property and service of employes to the use of the Government without due compensation therefor.

## THE RATE AS LAST FIXED.

Twenty cents for twenty words or less for distances of 1,000 miles or less, and 1 cent for each additional word, and one-tenth of a cent per word for each additional 100 miles or fraction thereof, is for distances of about 1,000 miles (as between Washington or New York and St. Louis or Chicago) just one-half the rate paid by the public on current messages. For distances of 300 miles and under it is about three-fourths the commercial rate. Our gross receipts for the last fiscal year, as shown by the annual report, were \$19,711,164.12, and the current working expenses were \$14,640,592.18, leaving the profits \$5,070,571.94, out of which \$530,258.30 was paid for interest and sinking fund on bonded debt, which is part of our capitalization.

It will be readily seen that the working expenses, without any return for any part of the capital employed, costs within a fraction of 75 per cent. of the total earnings. If, therefore, the Government rate is less than 75 per cent. of the rate to the public (as it undoubtedly is), then the Government business is now being done at a loss. The table on page 9 of the annual report shows the average cost to the company of handling messages to be 23.2 cents per message. If the Government business does not pay something more than this average, then it must be done at a loss, for the messages, in order to yield such an average, must be considerably above the average length of business messages (about seventeen words), and it is a very exacting service, having precedence over all other business, and requiring prompt and often long-distance messenger deliveries, or rewriting in some cases to deliver by special wires.

These exhibits demonstrate that the rate as fixed for the past year is a great injustice to the telegraph companies, and not on a fair business basis of living profits awarded to railroad companies and other corporations for services rendered. The rates ought therefore to be increased rather than diminished.

By the present rate the Government is saving a large sum, probably \$100,000, annually by the reduced cost of its telegraph service below what other patrons have to pay, and that saving is necessarily made up off other customers. In all justice

and fair dealing the existing rate should therefore be increased. To do the Government service for nothing necessarily imposes heavier burdens on the people who sustain the telegraph. If the railroads had to haul the mails for nothing they would have to collect more for other service to sustain the expense of operation and pay a moderate return for capital employed. The Government is as able to pay, and every business consideration demands that it shall pay, a fair and reasonable consideration for whatever service it may require.

#### RATES NAMED FOR THE ENSUING YEAR.

As to the rate named for the ensuing fiscal year in your official circular to the telegraph companies of June 29 ultimo, which you say "will be one mill a word irrespective of distance for all messages day or night." I have only to say that it would not re-imburse what this company has to pay for the clerical service in receiving, counting, checking, routing, numbering, and booking the message before its transmission; that it would not re-imburse what this company has to pay for the time of any one of from 7 to 11 operators that would be engaged in the transmission of a message from Washington to Portland, Oregon; that a message of the ordinary length would not re-imburse what we have to pay for its delivery by messenger after it has reached its destination, to say nothing of any part of the cost of maintaining the lines, battery supplies, stationery, superintending, offices, and other incidental expenses; and, finally, it would not re-imburse the cost to this company of gathering up business, making up the accounts, and making the collections.

A message handed in at Washington is received, counted, and checked by the clerk at the window. It is then sent to the operating room, where the circuit manager routes and numbers it and sends it to the proper instrument. After its transmission it goes to the book-keeper to be entered. What we have to pay for the time of these several employes is certainly more than 1 cent, the value of a ten-word message, and probably more than 2 cents, which would be the price of a twenty-word message at the rate named.

We pay our operators, of the class that handle Government messages, an average of \$70 per month, or about \$2.70 per day for the twenty-six working days of the month. It is a very fair day's work to handle 180 messages, and they rarely average that per operator in our larger offices; so that each operator handling messages costs us a full one cent and half per message. We employ a large number of operators in Washington and elsewhere by the hour, paying forty cents per hour. They rarely handle thirty messages per hour, the average being about twenty-six, which yields about the same result in the case of handling the messages.

In further examination of the practical operation of transmitting messages from New York or Washington to points on the Pacific coast, I find they are not sent through repeaters all the way in one compound circuit. All west-bound business is relayed at Chicago or St. Louis, so that a message is first sent from Washington to Chicago through one repeating station, requiring three operators. From Chicago to San Francisco it is transmitted in one compound circuit through four intermediate repeating stations, employing six operators, which, added to the three first named, make nine. Then, if it has to go to Oregon, passing through repeaters at one intermediate station, it would require three more operators.

This company transmitted during the last fiscal year 51,463,955 messages. The cost for messenger service was, in round numbers, \$1,120,000, making the average cost of delivery per message about 2½ cents, although a large number of messages to the floor of exchanges, to newspapers, and by special wire deliveries, did not require the use of a messenger. In fact, in most large cities, as in Washington City, we pay by contract with district messenger companies 2½ cents per message for making deliveries. You may answer that the Government sends letters 1,000 miles and delivers them for 2 cents; but the Government, nor any other patron of the telegraph, would not submit to the class of deliveries made by the letter-carriers. In fact, the Govern-

ment itself, in this city, charges 10 cents per letter for special deliveries; and every telegraph message requires a special delivery. Over more than half the area of this city we pay 5 cents per message for delivery.

In respect to the cost of gathering up the business and making up the accounts for collection, at many of our small stations they have but one Government message during a month. The War Department requires that the messages themselves be rendered as vouchers. If an agent or employé of any of the Departments is detained at a small station by railroad interruption, and sends a message of ten words, the manager of that station finds it his duty to inclose that message by mail to the auditor of the company here for collection. That would cost this company a 2 cent postage stamp. Then we shall have sent the message, paid 1½ cents to each operator engaged on it, 2½ cents for delivering it and 2 cents to the Government to forward the original message as voucher, and when the account is made up we get 1 cent back.

We have been always ready to serve the Government in the promptest and best manner in our line of business, and have done a great deal for the Government without charge; giving it the use of wires on special occasions, and opening new stations at considerable expense, for signal and astronomical observations. We have had our accounts tied up for a considerable portion of our service upon technical rulings, upon which we have been unable to procure a trial and decision of the courts until the arrears have reached the neighborhood of \$100,000.

As instructed by the executive committee of the board of directors, I most respectfully make this the protest of the Western Union Telegraph Company, and of the subordinate telegraph companies which it controls, against any further reduction below the rates in operation during the last few years of toll to be paid by the Government for the transmission of its messages, as a wrong and injustice to this company, to its thirty-six hundred stockholders, and to its million of other customers.

I have the honor to remain, most respectfully, yours,

NORVIN GREEN,  
*President.*

Hon. JOHN WANAMAKER,  
*Postmaster-General, Washington, D. C.*

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POST-OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL,  
*Washington, D. C., July 13, 1889.*

DEAR SIR: Referring again to your courteous letter of the 11th, on the subject of rates for Government telegrams for the ensuing fiscal year, I desire to say that the rate proposed was upon information furnished to this Department that your company has been making rates to various large corporations that are in some instances as low as the figure now proposed for the Government service. With the notice of this fact I would not be justified in making for the Government a new contract at higher rates than were charged other patrons, especially so in view of the privileges and benefits extended to your company by acts of Congress.

I submit to your own sense of right that the Government, under existing conditions, is entitled to the minimum rate.

Very respectfully,

JNO. WANAMAKER,  
*Postmaster-General.*

Hon. NORVIN GREEN,  
*President Western Union Telegraph Company,  
195 Broadway, New York, N. Y.*

NOTE.—A reply similar to this was sent to the Postal Telegraph Cable Company and the Southern Bell Telephone and Telegraph Company.

POSTAL TELEGRAPH-CABLE COMPANY,  
WASHINGTON BUILDING, NO. 1 BROADWAY,  
New York, July 16, 1889.

DEAR SIR: I have the honor to acknowledge receipt of your favor of the 13th instant, in which you inform me that the rate proposed by you to be applied to the telegraph business of the Government for the ensuing year, beginning with July 1 instant, namely, one mill per word whether day or night, and regardless of distance, was based upon information that our company "has been making rates to various large corporations that are in some instances as low as the rate above mentioned." I beg to say that such information is not in accordance with the facts.

The lowest rate charged by us for the transmission of any class of dispatches, other than for publication in newspapers, is 20 cents for ten words, exclusive of the date, address, and signature, which are transmitted free, and 1 cent per word for each additional word. This rate only applies to local business within the cities of New York and Brooklyn, between New York and Philadelphia, between the Boards of Trade in Chicago and St. Louis, and between the cities of St. Paul and Minneapolis. In these cases the rate has not been regarded as a paying rate, and has not, in fact, been such, but it resulted in the first instance from extreme competition, and has been continued by reason of various considerations other than a profit from the performance of the service.

In the case of transmission of news reports for publication, the service is varied, depending upon the number of copies "dropped," the distance transmitted, and whether sent during the day or night. Taking the average, the rates received for this work during the day do not amount to less than those charged last year for Government messages, while the service is less exacting, and its volume so great as to permit special arrangements for its transmission and delivery which are not practicable in case of any other business. A large proportion of the press service performed by our company is transmitted at night, in many cases being handled by operators employed and paid by the proprietors of the newspapers, and in every way involving considerations which are in no sense applicable to Government or any other class of business.

Under these circumstances, and in view of the facts which we have before presented to you, we trust you will recognize the propriety of allowing at least the rate heretofore paid us for the limited service which the several Departments of the Government have intrusted to us. We have felt hitherto that they have not accorded to us such share of their telegraph business as we would be entitled to if dealt with in proportion to our facilities as compared with those of the Western Union Company.

We have not regarded the business as profitable, but as a matter of prestige and recognition we have been glad to perform such of it as has been handed to us on the terms heretofore prescribed. We assure you that competition with the Western Union Company, which is now limited to ourselves, is a difficult task at best, and we can not afford to carry any class of business for less than the amount which we have to pay out for handling it.

Thanking you for your courteous consideration since the facts in this matter were brought to your attention, I have the honor to be,

Very respectfully, yours,

A. B. CHANDLER,  
*President.*

Hon. JOHN WANAMAKER,  
*Postmaster-General, Washington, D. C.*

EXECUTIVE OFFICE,  
WESTERN UNION TELEGRAPH COMPANY,  
New York, July 16, 1889.

SIR: I beg leave to acknowledge receipt of your polite favor of the 13th instant.

The information furnished your Department that this company "has been making rates to various large corporations that are in some instances as low as the figure now proposed for the Government service" is without foundation in fact. I know of no instance in which any corporation, large or small, has a rate for telegraph service that averages as low as that which has been fixed for the Government service annually since July of 1884.

We have contracts for an exchange of service to a limited extent with a large number of railroad companies, they carrying our men and material, and furnishing us labor in constructing, repairing, and rebuilding lines, in return for telegraph service off their lines of road to a limited amount per annum. We have contracts to do service at half the commercial rates with several transportation companies, partly in consideration of what they do for us, and partly in compromise of their claim that the service should come under our railroad contracts, because they are subordinate organizations of the railroad companies. But these contracts stipulate that such half rates shall not reduce the compensation for any message below 20 cents.

Our lowest rates should naturally be those for the transmission of news for publication. It is not an exacting service, but is, in a great measure, a deferred service, mostly done at night, and the great bulk of the reports are sent to a large number of places simultaneously by one sending operator. This is a service of great public interest, towards which we have contributed largely, frequently without profit, and not infrequently without any compensation therefor. For many years we have distributed the President's message over the wires and given it to every newspaper in the country without charge. During the protracted illness of President Garfield, and later of General Grant, we sent out the daily bulletins of their condition to all parts of the country free of charge, as we have also frequently distributed the doings of large political or benevolent assemblages.

I can not conceive why the Government should treat this class of service as a measure for fixing rates for Government messages.

I have had compiled in tabular form the rates for Government service as fixed by the Postmaster-General since they were first fixed in July, 1871, now eighteen years, a copy of which I inclose for your convenient reference. It will be observed that the rate has been 1 cent a word within certain limited circuits from the beginning, the only reductions made being by increasing the length of the circuit. After six years each circuit was increased from 250 miles to 500 miles by Postmaster-General Key; and six years later, by Postmaster-General Gresham, the circuit was made 1,000 miles. The minimum for the first twelve years was 25 cents for a message, and for the remaining six years it has been 20 cents. There was no limit to the maximum rate until July, 1875, when Postmaster-General Jewell made a maximum of 10 cents per word for long distances. This was reduced by Postmaster-General Gresham to 2½ cents per word, which has remained the maximum since.

After trying the Signal Service or weather reports at 2 cents a word a circuit for one year, it was demonstrated that the service was being done at a loss to the telegraph company, and the rate was increased to 3 cents, where it has remained.

This question came up again under Postmaster-General Jewell, and was carefully investigated by Assistant Attorney-General Whiting, who, after taking testimony, reported that 3 cents a word per circuit was as low as the service could be done without loss.

Has it occurred to you that the rate named for the ensuing year is only the one twenty-fifth part of the rate in force for the past five years on distances of 2,500 miles and over? If the Postmaster-General can lawfully make the rate 1 mill per word, which is practically nothing, he would have the power to make it 1 mill per

100 words, which would only more patently obtain the Government telegraph service without compensation therefor.

I beg to add that after an experience of thirty-five years in the management of telegraph companies, I am thoroughly satisfied that no message can be received transmitted any distance, enveloped, and delivered by messenger, for less than 20 cents without the service being done at a loss.

I have the honor to remain, most respectfully, yours,

NORVIN GREEN,  
*President.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*

*Rates fixed by Postmasters-General on Government messages.*

For fiscal year beginning—	Rate.	Postmaster-General.	Minimum count.	Maximum rate per word.
July 1,— 1871.....	1 cent a word for each 250 miles (or fraction thereof).	Creaswell...	25 words...	Not limited.
1872.....	do	do	do	Do.
1873.....	do	do	do	Do.
1874.....	do	do	do	Do.
1875.....	do	Jewell.....	do	10 cents.
1876.....	do	do	do	Do.
1877.....	1 cent a word for each 500 miles (or fraction thereof).	Key.....	do	Not limited.
1878.....	do	do	do	Do.
1879.....	do	do	do	Do.
1880.....	do	Tyner.....	do	Do.
1881.....	do	James.....	do	Do.
1882.....	do	Howe.....	do	Do.
1883.....	do	Hatton.....	do	Do.
1884.....	1 cent a word for 1,000 miles, or less, and one-fourth cent a word for each 250 miles (or fraction thereof) over 1,000 miles.	Gresham....	20 words....	2½ cents.
1885.....	1 cent a word for 1,000 miles, or less, and one-tenth cent a word for each 100 miles (or fraction thereof) over 1,000 miles.	Vilas.....	do	Do.
1886.....	do	do	do	Do.
1887.....	do	do	do	Do.
1888.....	do	Dickinson...	do	Do.

NOTE.—The rate for signal service "circuit" messages has been not to exceed 3 cents a word a circuit since July 1, 1872. For the year beginning July 1, 1871, it was not to exceed 2 cents a word a circuit.

Since July 1, 1884, there has been a rate on night Government messages of three-fourths of a cent a word on not less than 20 words, and 1 cent a word on words in excess of 20 words, for 2,000 miles or less; and of 1½ cents a word on not less than 20 words, and 1 cent a word on words in excess of 20 words, for more than 2,000 miles, on a minimum count of 20 words. It was fixed by Gresham, and has been continued by his successors.

EXECUTIVE OFFICE,  
WESTERN UNION TELEGRAPH COMPANY,  
New York, July 27, 1889.

DEAR SIR: Pending our correspondence in respect to your notice of the rate to be fixed for the Government telegraph service, I have not given any information of the questions raised, nor answered any inquiries of news reporters in respect thereto for publication. But your circular to the telegraph companies of July 13, in which you say "that the rate proposed was upon information furnished to this [your] Department that your [our] company has been making rates to various large corporations that are in some instances as low as the figures now proposed for the Government service," was printed verbatim in a number of the newspapers even before I had received the original by post.

I repeatedly declined to be interviewed even upon this most remarkable statement.

But its extensive publication throughout the country by many papers, in justification of the rate named for Government service for the ensuing year, and by others with comments on the alleged unwarrantable discrimination in rates to our customers, has proved so embarrassing in our business relations with the various classes of patrons of the telegraph that, in justice to the interests I represent, I can not longer allow the impression it has made to remain uncorrected.

I wrote you on July 16th that "the information furnished your Department that this company 'has been making rates to various large corporations that are in some instances as low as the figures now proposed for the Government service' is without foundation in fact." "I know of no instance in which any corporation, large or small, has a rate for telegraph service that averages as low as that which has been fixed for the Government service annually since July of 1884."

I did not infer that in the language "various large corporations" you could have referred to the press associations, for very few, if any, of these associations are incorporated, and the larger of them, I know, are only private associations. Nevertheless, after explaining to you that our so-called free service, to a limited extent, for railroad companies, was paid for in kind by the free transportation of men and material, services of their railroad operators, and in most instances the furnishing of labor and other assistance in maintaining the lines, I went on to say that "our lowest rates should naturally be those for the transmission of news for publication. It is not an exacting service, but is, in a great measure, a deferred service mostly done at night, and the great bulk of the reports are sent to a large number of places simultaneously by one sending operator."

"This is a service of great public interest, towards which we have contributed largely, frequently without profit, and not infrequently without any compensation therefor. For some years we have distributed the President's message over the wires and given it to every daily newspaper in the country without charge. During the protracted illness of President Garfield, and later of General Grant, we sent out the daily bulletins of their condition to all parts of the country free of charge; as we have also frequently distributed the doings of large political or benevolent assemblages. I cannot conceive why the Government should treat this class of service as a measure for fixing the rates for Government messages."

I might have added that in every scourge of yellow fever and cholera, and in every devastation by flood or fire, we have done for public information, and for private relief, a large amount of service without charge. In the late great disasters at Johnstown and Seattle our entire available facilities at those places were given to public use for several days. But it had never occurred to us that the Government was in such straits as on this account to require its services to be done practically for nothing, or without paying a just compensation therefor, as I believe the Constitution and the laws intended and will compel it to do.

Except the arrangements with railroad and transportation companies referred to, and rates for press and commercial news service, we make no reduced rates to any corporations or other patrons, large or small. For messages transmitted and delivered to a single address the Government is our only customer that enjoys reduced rates.

As to the great privileges and benefits derived by this company from the act of 1866, they are purely imaginary. I am not aware that we have ever taken a stone or stick of timber, or appropriated a foot of land belonging to the Government, under that act; and where we have needed to build a line across lands belonging to the Government, as in a late instance across the lands along the canal around the Falls of Ohio, we have had more trouble and delay in procuring the right to set our poles than if the lands had belonged to private parties.

I have the honor to remain, most respectfully, yours,

NORVIN GREEN,  
*President.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*



POST-OFFICE DEPARTMENT,  
OFFICE OF POSTMASTER-GENERAL,  
*Washington, D. C., August 2, 1889.*

DEAR SIR: Referring to your letters of July 11, 16, and 27, which have been given to the public press through channels other than this Department, and in which you protest against any new rate for Government telegrams, and offer various arguments to prove that the old rate of 1 cent a word is as low as your company can accept without loss, I beg leave to say:

First. Your unqualified statement that "the privileges and benefits derived by your company through the acts of Congress are purely imaginary," and the companion assertion that your company has never "taken a stone or stick of timber, or appropriated a foot of land belonging to the Government" under such acts, are not sustained by the facts. It is an undeniable fact that the telegraph companies, in accepting the act of 1866 and afterwards the supplementary acts, considered they were gaining special and actual benefits which fully compensated them for the low rates intended to be granted to the Government, and the representatives of the Government likewise supposed that they were securing some benefits for the valuable concessions being made to the telegraph companies. The telegraph companies not only accepted the acts expecting substantial benefits would ensue, but in the case of the Western Union Telegraph Company notably great and conspicuous benefits have already accrued. Under these grants the company has claimed the right to use, without compensation of any kind as to right of way, all the highways of the country, on the ground of their being post-roads. It has broadened this claim to the extent that the streets of cities and towns are also post-roads, and therefore open and free to its occupancy and use. The courts have sustained it in this claim. You are necessarily familiar with the Pensacola case, in which the Supreme Court of the United States decided that the Western Union Telegraph Company had rights which even the sovereign State of Florida could not annul. Thus, under the benefits of this act, instead of not occupying a foot of public land, as you assert, you are, in fact, occupying many thousands of miles of post-roads, and are privileged to occupy all the highways in the United States. You have thus been able to occupy and use the streets in the large cities of Philadelphia and New York regardless of the views of the local authorities, and almost regardless of public opinion. Even the elevated railroads in New York City have been claimed as post-roads and the claim sustained. The State of New York may regulate in the use, but is not able to deprive you of these great privileges secured to telegraph companies, and maintained to them alone, by the Congressional act of 1866. Beyond this, the streets of all other cities and towns of the United States have been kept open to your use. I am sure that, upon reflection, you will hardly claim that such great benefits as these are "purely imaginary."

In other respects your company and other telegraph companies have secured substantial benefits from the Government and from the public under acts of Congress, but these I have mentioned are enough, I think, to sustain my former reference to the privileges and benefits given to you by the Government, the value of which, in my judgment, is beyond calculation. Conferring such great privileges and benefits upon you, the Government, in my belief, expected and is entitled to receive not simply your exceptionally low rates to others, but even a lower special rate.

Second. As to your question of the legal power of the Postmaster-General to fix the rate for Government messages, I would only remark that such right appears to have been understood by the previous Postmasters-General as an official duty, and their exercise of the right or performance of the duty has been generally and constantly accepted and respected by the telegraph companies. In any event, I should say we may agree that the act of Congress at least imposes on the Postmaster-General the duty to name the rate and maintain it until in a court of inquiry the rate has been shown to be unjust.

Third. As to your qualified statement that no corporations have received a rate equal to the proposed Government rate of one mill a word.

Your statement that the press associations are not corporations is hardly justified by the facts, and is not material to the question. They may not be corporations for general business, but most if not all of them are incorporated under the laws of some State, and their dealing with the telegraph company is as a company or corporation, not as individuals. You will not deny—indeed, one of your officials has admitted to me—that some of the press associations get their news reports for a mill a word to each newspaper, and in one association the rate is even lower than that. I do not criticise the press rate; it is not too low. It would be better, in my judgment, for the public, the press, and the telegraph companies, if it were still lower. As to the Associated Press, there is force in your statement that it is a wholesale rate, as it were, for the same dispatch sent over the same wire at the same time to several customers, but is it not true that the rates given to some portions of the press effectively contradict your own statement that “for messages transmitted to a single address the Government is our only customer enjoying reduced rates.” By this I presume you mean that the Government has the lowest rate given to any single customer, its lowest rate being 1 cent a word for day messages and three-fourths of a cent for night messages; but this charge is made not only upon the message itself, but upon the address and signature as well, so that for ten words in a message and ten words in the address and signature, the above rate is, in fact, 2 cents per word in the day time, and 1½ cents per word at night. Is it not true that the large papers of New York, Chicago, and other large cities have a half-cent rate for their special dispatches in day time, and a fourth of a cent at night, or a rate one-half lower than the Government has been granted? Is it not true, also, that this patronage from the enterprising press is the most profitable that you have, and that it would, in fact, give you still more profit if made still lower? Reduced rates bring increased business and enlarged profit. Your own testimony before committees of Congress, at various times, has been steadily to the effect that every time your company has reduced prices it has gained increased income. This accords with my own view that a constantly decreasing rate, where there are large numbers of customers, will both better serve the public and better profit any business. I believe that the new rate proposed for the Government would not materially alter the amount of cash received by you, while the Government would be enabled to greatly quicken and vitalize the transaction of its business in all departments.

It is quite true, as you say, that the Government is able to pay proper rates, and I may add that, so far as I know, is willing to pay just rates, and that it is farthest from my thought that “the people” should suffer by reason of the losses you claim that you are now making and would still further make on Government business. I am satisfied that the people could and should have much lower rates than now exist, and that neither the people nor the Government should suffer because specially low rates are given to favored customers.

While claiming that the Government has received the lowest single-address rate, you not only admit a lower rate to the press, but also plainly say that certain railroads or transportation companies are given “half commercial rates.” When it is considered that in Government messages all the words are counted, the address and signature as well as the message, and in all other telegrams the message only is counted, is it not true that this half-rate to such companies is at least as low as the Government rate, and in some instances lower? For instance, a Government message from Washington to New York, containing twenty words in the message and ten words in the address and signature, would be charged at 30 cents, which is nearly 50 per cent. more than the transportation companies would pay for the same message. I am not speaking now, and do not now wish to have confused with this part of the discussion, the free service you give to railroads for certain free service to you. These payments I understand to be for rights of way, etc. More than that, I am informed, your company in many cases actually pays large sums of money to railroads for rights of way, and it does not seem unreasonable to suppose that it would not be out of place for the telegraph companies to be expected to make compensation of

some kind to the Government for its much larger concessions, which, in effect, have secured to you the enjoyment, particularly in cities and towns, of much more valuable rights of way.

Fourth. As to your statement that no message can be carried and delivered by a telegraph company for less than 20 cents without the service being done at a loss. The cost of telegraphic service appears to be a very difficult thing to ascertain definitely. Perhaps in establishing the proper rate for the Government to pay, this subject may best be referred to a commission to ascertain the facts. In one of your letters you put the average cost of a message to the company in receiving, carrying, and delivering at 23.2 cents. In this cost do you not include large sums paid for rentals of leased lines, some of which are not now in use, but only valuable to you in removing competition, rights of way on railroads, and on other accounts, which are obviously chargeable to capital account, and not to operating expenses? Is it not true that within a few years, and for several years in succession, large volumes of business have been handled by your company and other companies, at a minimum rate of 10 cents a message, and did not this rate continue until the Western Union absorbed the competing lines? The table of statistics given in your memorial to the Senate Committee in 1888, shows that during the period of the 10-cent rate your company did not lose money, but made large profits. If this were possible then, and especially as your business has grown very largely in volume since, it would seem that it might be practicable now.

I understand that the Signal Service reports make up a very large proportion of the entire amount of Government telegraphic business. Your schedule shows that for eleven years the Government has been paying about 3 cents a word for each circuit over which Government messages are transmitted. No reduction whatever has been made in that rate since 1877, but within that period you have reduced the public rate from 62½ cents to 30 cents per message, more than 50 per cent. reduction, and the cost of handling telegrams has been reduced during the same period from 43.4 cents to 23.2 cents per message, or over 46 per cent. reduction. Within the past five years the public rate has fallen 18 per cent. and the cost of transmission about 8 per cent, but within that period there has been no reduction whatever in the Government rates.

Taking all these facts into account, I believe that the Government has been paying for its telegraphic service more than any other customer giving you a like or approximate amount of business, and that within the period first named there has not been so great a reduction in the Government rates as to the general public and the press. Waiving entirely the question of benefits accruing to the telegraphic companies, under the act of 1866, the Government ought to be put upon as favorable a basis as to telegraphic rates as your most favored customers.

Inasmuch as this discussion has taken a wider range than I anticipated, it may be proper to add, referring to your letter, that you are right in saying that the acceptance by telegraph companies of the act of 1866, "rendered it to all intents and purposes a compact between the Government and telegraph companies." But I do not agree with all of your next succeeding statements. For instance, the printed copy of your memorial presented to the Senate Post-Office Committee last year misquotes the act of 1866, which should read:

*"Provided, however, That the United States may at any time purchase all the telegraph lines, property, and effects of any or all companies acting under the provisions of the act of July 24, 1-66."*

The words "any" and "or" are omitted in your memorial. This omission was, of course, an error, but as your present correspondence expresses the same meaning, I mention the matter merely to remark that your views in that particular are not adopted by this Department. The act of 1866 was, as you say, a compromise measure in which the United States for the time being waived its inherent right to the performance of a telegraphic service in conjunction with the Post-Office. The first tele-

graph line in this country was built with Government aid, and that the Government did not continue to exercise its undoubted prerogatives by extending and operating the telegraph as a more speedy means of communication than the post was, as is well known, purely an accident.

I have given full and respectful consideration to your protest, weighed your arguments, and investigated the subject for myself through such channels as are open to me, desiring only to protect the interests of the Government.

In conclusion, I beg to remind you that in my letter of July 13, in answer to yours protesting against the reduction, I consented to your request for conference on the subject before any official order to the Departments fixing the rate should be issued, and I am yet quite willing to entertain any reasonable proposition based upon the known facts.

I have the honor to remain, very respectfully, yours,

JOHN WANAMAKER,  
*Postmaster-General.*

Mr. NORVIN GREEN,  
*President Western Union Telegraph Company, New York.*

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EXECUTIVE OFFICE WESTERN UNION TELEGRAPH COMPANY,  
*New York, August 8, 1889.*

DEAR SIR: Acknowledging the receipt of your letter of August 2, I beg to say I much regret that the publication of my letters to you, to which you refer, was rendered necessary by the extraordinary statements "on information furnished this (your) Department," contained in your letter of July 13, and extensively printed in the newspapers on the following day.

You again refer to the privileges and benefits derived by this company through the acts of Congress, and especially the act of 1866. You say: "Under these grants the company has claimed the right to use, without compensation of any kind as to right of way, all the highways of the country, on the ground of their being post-roads. It has broadened this claim to the extent that the streets of cities and towns are also post-roads, and therefore open and free to its occupancy and use. The courts have sustained it in this claim."

Either you or we are very badly informed by our respective legal advisers as to what has been claimed by the telegraph company and held by the courts in respect to the scope and authority of that grant. I have had occasion, from time to time, to go through the records in a great many cases, but I do not recall any instances in which such claim has been made and sustained by the courts. What we understand the Government did give us, in the act of 1866, was a franchise and right to do telegraph business in all the States, and this franchise was given alike to all telegraph companies, or other parties who might accept it; and subsequently, by what was known as the Butler amendment, it was especially extended to all railroad companies. But the act never assumed to give us, and could not give us, the right to plant our poles on any but lands actually belonging to the Government; and that right we have very rarely exercised, except when the Government wanted us to extend lines for the convenience of the Government into its navy-yards and military posts and stations, or to its Department quarters in the city of Washington. Had you carefully read the decision in the Pensacola Telegraph Case, to which you refer, you would not have fallen into such a grievous error upon this point. Chief-Justice Waite, in the body of the opinion, thus defines the scope of the act of 1866 under consideration:

"No question arises as to the authority of Congress to provide for the appropriation of private property to the uses of the telegraph, for no such attempt has been made. The use of public property alone is granted. If private property is required, it must, so far as the present legislation is concerned be obtained by pri-

vate arrangement with its owner. No compulsory proceedings are authorized. State sovereignty under the Constitution is not interfered with. Only national privileges are granted."

The decision in this case, therefore, was that the State of Florida could not prohibit the Western Union Telegraph Company from erecting and operating its lines of telegraph in that State after it had acquired a right of way for its plant from a railroad company of that State, but did not hold that it was exempt from the obligation to buy or condemn under State statutes the property necessary to enable it to build its lines.

The railroads are post-roads, as well as some of the highways, and if the Government gives us the right of way on post-roads why should we have to pay the railroad companies for it? We have to contract for and obtain our rights of way from the parties who own them, whether railroad companies, turnpike and plank-road companies, or individual land owners; and in case of streets and highways we have to obtain license from the city, county, or State authorities, or condemn under authority of State laws.

I sincerely wish that your ideas of the law that we "are in fact occupying many thousands of miles of post-roads, and are privileged to occupy all the highways of the United States" under the grants of that act may prove sound in law; but we have not relied upon that interpretation of the law, and fear it would not be sustained by the courts. Our occupancy of the streets is always by license of the local authorities or of the State, and in the case of the Elevated Railroad Company in the city of New York, to which you refer, we pay the companies who own the structure for the right to string our wires thereon.

The act to which you refer gives the telegraph companies accepting it the right to take stone and timber from the public lands, and to pre-empt and enter not exceeding 40 acres for each station. We have never needed to use any stone; and since the passage of that act the railroads across the continent have afforded ample facilities for transporting cedar for poles, which is more durable and economical than the native timber that might possibly be found accessible on unoccupied Government lands. As to pre-empting 40 acres of land for a station, we have found that wherever a telegraph station was needed there were no unoccupied Government lands; and if we were to establish a station on any 40 acres of unoccupied Government lands it would be in a locality that would yield no revenue. It is true, therefore, that we have never taken a stone or stick of timber, or appropriated a foot of public land under that law.

The franchise granted this company, in common with other parties, was not supposed to be solely for our benefit, but to secure convenient facilities to the public. The effect of establishing our right to do business in Pensacola was to wipe out a charge of \$1 for a ten-word message for a distance of 45 miles over a line that claimed the exclusive franchise under the State law, and the establishment of a branch office in the navy-yard at that port which to this day we are operating for the benefit of the Government at a loss—the business of that office not being sufficient to pay the salary of the operator.

Second. We seem to be getting nearer together as to the power and duty of the Postmaster-General to name the rate of tolls to be paid on Government messages. I only claim that this power and duty are limited by the Constitution to a just compensation for the service required, and that a just compensation must cover the actual cost of the service with something added for the use of facilities necessary to perform it; and as you say the Government is willing to pay just rates, we have come quite to an agreement on the principle that must govern the fixing of rates to be paid.

Third. I still insist that the Government is our most favored customer, and that the rate for Government service during the past five years, considering the character of the service, is lower than that given to any other patron. The Government rate has been 1 cent per word for a thousand miles or less. You may make up a supposed

message, with address and signature of unusual length and twenty words in the body, sent a short distance under our half-rate contracts with certain transportation companies, and show that it is a trifle less than the Government rate; but the half-rate is generally higher, and you forget that this half-rate in money is not all we get. To it must be added the value of what those transportation companies do for us. But when you apply even the strongest supposed case to a message between New York and Chicago, or Washington and St. Louis, you will find the Government rate is the lower.

There is no comparison between the service for the newspapers (even the special rates to one newspaper) and messages transmitted for the Government. A special of 1,500 words would make 50 Government messages of 30 words each, each message requiring a separate checking, booking, numbering, routing, enveloping, and a special delivery. We often have a special news report of 5,000 words or more, equal to over 166 messages of 30 words each, whilst our commercial and social messages average but about 17 words, including address and signature.

In my former statement that for messages transmitted and delivered to a single address the Government was the only customer that enjoyed a reduced rate, I distinctly excepted in the context the service for the newspapers, arrangements with railroad and transportation companies, and the distribution of commercial news reports.

It is not true that this company gives the large papers of New York, Chicago, and other large cities a day rate of one-half a cent per word and a night rate of one-quarter of a cent per word. That rate applies only between New York, Philadelphia, and Washington. Nor is it true that this company gives the large papers of the large cities any lower rate than it gives the small papers of the large cities or the small papers of the small cities. The press rate, which is based on our commercial rate, is the same to every paper in the same city or town, great or small, whether it does business to the extent of \$1 per year or \$100,000.

It is not true that the patronage from the press is the most profitable we have. There is little or no profit on the regular press service as a whole, and very little on the special press service, and it would not add to our profit if the rate was made still lower. However, as it is based on our commercial rate it necessarily is reduced with it. The question of our press rate has been much discussed with the press associations, who, having many lines leased which they operate themselves, are quite familiar with the cost of rendering it, as they are with the cost of like service in other countries; and it was found and admitted that the press rate of this country, considering distances, is the lowest of any country in the world and the most liberal in its application.

On the Signal Service reports, since 1872, the rate has been reduced, as in case of other Government service, by lengthening the circuits. Until about 1884, the circuit for Signal Service, paying 3 cents per word, was counted as a practical working circuit. A compound circuit, requiring the use of repeaters, as from New York to Milwaukee, with drops, was charged and paid for as two circuits, or at the rate of 6 cents per word. So also were the circuits from New York to Eastport, Me., and from Cincinnati to New Orleans; whilst the circuit from Chicago to San Francisco was rated as four circuits, or 12 cents per word. San Francisco to San Diego, and San Francisco to Olympia, Wash., were each rated and paid for as three circuits, or 9 cents per word. Others were counted double or triple circuits. Now we are only paid 3 cents per word for each of these circuits; so that the rate for Signal Service reports has, on a number of circuits, been reduced to one-half, and on others to one-third of the amount previously paid. If we had been paid last year for this Signal Service on the same basis as in 1872, we would have received nearly twice as much as we did.

Whilst the rate on Government messages, fixed so nearly at the cost of the service at the start, has not been entitled to, and could not be expected to have, a corresponding reduction with the rates to the public from time to time, yet the facts show

that on a large class of Government business the reduction has been much greater than that made to the public. Up to July, 1877, the Government rate was 1 cent per word for 250 miles or less, and 1 cent per word for each additional 250 miles or fraction thereof, with not less than twenty-five words to be counted. For a fraction less than 1,000 miles, therefore, the rate for a twenty-five-word message was \$1, for 2,000 miles it was \$2, and for 3,000 miles it was \$3; for 750 miles it was 75 cents, and for 500 miles it was 50 cents; whilst for 250 miles or less it has remained the same, except that the minimum is twenty words instead of twenty-five words.

Since 1884, the rates on the same message for 3,000 miles would be 63 cents; for 2,000 miles, 50 cents; for 1,000 miles and all distances under that, 25 cents.

The reduction, therefore, on the long distance has been about 80 per cent.; on 2,000 miles, 75 per cent.; on 1,000 miles, 75 per cent.; on 750 miles, 66 per cent.; on 500 miles and down to anything over 250 miles, 50 per cent.; whilst for 250 miles and less it has remained the same. The average reduction in 12 years has probably been in the neighborhood of 50 per cent.

For the year ending July, 1877, our average rate to the public was 43.6 cents per message. Last year it was 31.2 cents per message—the reduction to the public being something less than 30 per cent. In the same period the cost to the company of handling messages has been reduced from 29.8 cents per message to 23.2 cents, being about 20 per cent. So that the reduction on the Government service has been two and one-half times greater than the reduced cost of handling the messages and two-fifths greater than the reduced rate on commercial messages.

The sum of it all is that the Government has given us nothing that cost the Government anything, or that was of any value to the Government to retain, nothing that has not been worth more to the Government and the public that we should have, than it has been worth to us; whilst in consideration thereof, the Government, by its reserved power, has been making a saving for a number of years at the rate of nearly, if not quite, \$100,000 a year in the cost of its telegraph service below what other customers pay, whilst it enjoys, as it should, a preferred service over all other business.

I have the honor to remain, very respectfully, yours,

NORVIN GREEN,  
*President.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*

P. S.—Although I have treated the press service as not properly comparable with the transmission of Government messages, I desire to say that in point of fact if the Government had paid us during the past several years the rates stipulated by contract with the Associated Press on news dispatches bearing one address, the aggregate revenue for Government service would have been larger than it was at the rates the Government paid.

N. G.,  
*President.*

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POST-OFFICE DEPARTMENT, OFFICE OF POSTMASTER-GENERAL,  
*Washington, D. C., October 30, 1889.*

DEAR SIR: Referring to the question of establishment of rates for Government messages for the fiscal year ending June 30, 1890, I desire to call to your attention that by letter of July 2d you requested "official declaration" of the new rate to be withheld until opportunity could be had for conference, which request was promptly complied with.

After considerable correspondence and the several interviews with you at Saratoga, you proposed to come to Washington for further discussion of the subjects at issue.

I had the honor of a visit from you early last month, and when I parted with you I understood you to say that you would call the next day, at which time I expected that we would reach a conclusion, at least to the extent of an agreement, upon the basis of rates for the Government telegraphing for the present fiscal year.

I regret that you did not find it convenient, then or since, to pursue the subject further, and beg now to say that inasmuch as a more than "reasonable time" has been granted for conference, it is necessary for me to fix definitely the new rates for the year.

I desire to state that I have availed myself of all accessible sources of information to ascertain the rates and rebates in force with the various classes of customers of telegraphic business and have weighed carefully all your able arguments in relation to rates, and while I can not admit your claim that the privileges accorded to telegraph companies by the act of Congress of 1866 are not and never have been of any value to your corporation, I am impressed with what you say in opposition to the application of Associated Press rates to Government business, and consequently have for the current fiscal year revised the order fixing rates and issued the same this day to all the Departments of the Government. A copy of the order is herewith inclosed.

As the reduced rates hereby determined for day messages are practically the same as those upon which one of the divisions or departments of your company, as well as one of its principal competitors, transacted business for the public generally for a considerable time until absorbed by your company, I presume no question can arise as to the fairness of these conclusions.

Permit me, also, to add that while there is no necessity or intention to place any burden upon your company, yet I am convinced that the Government is entitled to very special consideration in rates and privileges of telegraphic service; therefore, for the purpose of determining Government rates in the future, I now formally propose what I have already suggested and understood you to be willing to approve, viz, the appointment of a commission of five suitable persons (two by your company, two by this Department, and the fifth by the four so chosen) to inquire and report to this Department and to your company upon the actual cost and proper value of telegraphic service, their conclusions to embrace a recommendation of equitable rates for the Government telegraph service for the next succeeding fiscal year.

Very respectfully, yours,

JOHN WANAMAKER,  
*Postmaster-General.*

Dr. NORVIN GREEN,  
*President Western Union Telegraph Company, New York.*

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*Rates of pay for communications by telegraph.*

POST-OFFICE DEPARTMENT.  
*Washington, D. C., October 30, 1889.*

Pursuant to the authority vested in the Postmaster-General by the act of Congress entitled "An act to aid in the construction of telegraph lines, and to secure to the Government the use of the same for postal, military, and other purposes," approved July 24, 1866, and by the Revised Statutes of the United States, Title LXV, I hereby fix the rates at which such communications as the said statutes prescribe (not including those passing over circuits established by the Chief Signal Officer of the Army) shall be sent during the fiscal year beginning July 1, 1889, and terminating June 30, 1890, by the several companies within the effect of said statutes, as follows:

For day messages containing not more than ten words exclusive of place from, date, address and signature, ten (10) cents for all distances not exceeding four hundred (400) miles, and one-half ( $\frac{1}{2}$ ) cent for each word in excess of ten words; all distances being arbitrarily determined by the method hereinafter stated.



For distances so determined exceeding four hundred (400) miles and not exceeding one thousand miles, fifteen (15) cents for the first ten words counted as above provided, and three-fourths ( $\frac{3}{4}$ ) of one cent for each word in excess of ten words.

For all distances exceeding one thousand miles there shall be added to the price of the message fixed for distances over 400 and under 1,000 miles the sum of  $\frac{1}{4}$  cent for each word counted as above provided.

In cases where the price of a message determined as herein provided shall include a fraction of a cent, such fraction if less than one-half is to be disregarded; if one-half or more it is to be counted as one cent. This applies only to single messages, and the totals of bills containing two or more items.

For night messages of not exceeding twenty (20) words exclusive of place from, date, address and signature, fifteen (15) cents for all distances, and one-half ( $\frac{1}{2}$ ) cent for each additional word.

Instead of computing the actual distances of transmission, the distance for payment shall in all cases be taken absolutely to be the number of miles between the capital of the State or Territory, or from the city of Washington, if from within the District of Columbia, from within which (whatever the place) the message is sent, and the capital of the State or Territory, or the city of Washington, if within the District of Columbia, within which (whatever the place) the message is received, as shown in the accompanying table, wherein such distances are given as computed upon the shortest practicable route between such capitals, and which is to be taken as part of this order: *Provided*, That if the message be sent and received within the same State, Territory, or said District of Columbia, the distance for payment shall be taken absolutely to be the minimum distance of four hundred miles.

But it is provided that, if at any time during the year ending June 30, 1890, any such company shall charge the public for a message of ten (10) body words a less rate than is herein fixed for a like number of body words the rates herein prescribed shall, as to such company thenceforth during the year, be reduced to the rates so charged to the public.

The rate for all messages in cipher, known as the Signal Service Weather Report, is hereby fixed at not exceeding two and one-half ( $2\frac{1}{2}$ ) cents for each word sent over each circuit as now or hereafter established by the Chief Signal Officer of the Army; all messages sent over a circuit, being dropped at all designated offices therein, without additional charge.

The statutes provide that telegrams between the several Departments of the Government and their officers and agents, in their transmission over the lines of any such company, shall have priority over all other business. All officers of the United States sending such telegrams should indorse thereon the words "Official Business," and should report to the Postmaster-General any failure to transmit them in such priority and any charge made in excess of the rates above prescribed.

Each company will be allowed to charge for messages received from another line at the same rate as if received from the Government direct at the point of transfer for transmission over its own line.

JOHN WANAMAKER,  
Postmaster-General.

*The Western Union Telegraph Company—action of executive committee, November 6, 1889.*

Whereas, on the 29th day of June, 1889, the Postmaster-General of the United States officially announced to telegraph companies that under the provisions of the act of July 24, 1866, they would be required to transmit the official messages of the United States for a compensation of 1 mill for each word without regard to distance, a price which could in no sense be said to compensate the service; and

Whereas, on the 30th of October, 1889, the Postmaster-General, by public circular set forth, as established under the provisions of said act of July 24, 1866, a schedule

of rates for all telegraph companies controlled by the provisions of said act, which rates also are materially below the necessary cost to this company and to others of transmitting the messages of the United States; and whereas this company is obliged to consider the enforcement of said rates as a confiscation of its property to that extent, and is advised that obvious injustice under said act is remediable at law:

*Resolved*, That this company will transmit, as heretofore, with due priority and diligence, all telegrams between the several Departments of the Government and their officers and agents; but this company will not accept as final payment the rates above established until its rights in that regard have received such further consideration as it may be able to secure; and the president of this company is hereby directed to file a copy of this our protest with the heads of the several Executive Departments of the United States.

Copy from the minutes.

[SEAL.]

A. R. BREWER,  
*Secretary.*

EXECUTIVE OFFICE WESTERN UNION TELEGRAPH COMPANY,  
*New York, November 12, 1889.*

DEAR SIR: I have your favor of October 30, inclosing your official order of same date, purporting to fix the rates for Government telegraph service for the fiscal year.

The order has had all the careful and deliberate consideration that an official document from such a high source is entitled to receive, and after such full consideration the executive committee of the board of directors has expressed itself unanimously in a preamble and resolutions, a copy of which I inclose to you herewith.

From the rates fixed last year, which were not remunerative, your present order makes an average reduction of a fraction over 40 per cent. On messages transmitted less than 400 miles—which embrace the larger number of Government messages—the reduction is 50 per cent.; and on transcontinental messages the reduction is from 50 to 20 cents each on the minimum message, or 60 per cent. On the Signal Service of the War Department, commonly known as the "Weather reports," the reduction is one-sixth, or something over 16 per cent. The statement upon which you "presume that no questions can arise as to the fairness of these reductions" is that "the reduced rates hereby determined are practically the same as those upon which one of the divisions or departments of your company, as well as one of its principal competitors, transacted business for the public generally for a considerable time."

The fact that the Mutual Union Telegraph Company, a small organization belonging to this company, did, for a time, meet the Baltimore and Ohio Telegraph Company in sending messages short distances and between very few points, at 10 cents, is no evidence that no loss of money was involved. If those companies had made, as you propose, a rate of 10 cents between all points less than 400 miles distant from each other, the Baltimore and Ohio Telegraph System would have been sold out by the Baltimore and Ohio Railroad Company as a bad investment long before it was sold; and that rate would have reduced the earnings of the Western Union Company below its actual expenses in that important department of our business.

If the entire message business of this company for the fiscal year just closed had been sent at the rates named in your last circular, our total receipts from that source would have been about \$4,000,000 less than the actual cost to us of transacting that business. If the messages sent by the Government were equal in number for the several distances, the rate named in your circular would average 15 cents for the minimum message of ten body words, estimating ten words free for address and signature; but as very much the greater number would be sent distances under 400 miles, and at the lowest rate established, it is probable that an average of 15 cents would allow for two or three additional body words in each message.

If the whole of the 54,108,326 messages sent during the last fiscal year had paid us but an average of 15 cents, the aggregate revenue for transmitting messages would have been \$8,116,248.90. Our total expenses were \$14,565,152.61. After deducting

from the expenses the amount paid other lines, the refunded and uncollected items, the rental and operating cost of our Atlantic and Cuba cables, the cost of maintaining leased wires, and the rental for and expenses of the gold and stock and commercial news department, there are still left as expenditures strictly pertaining to the handling of messages \$12,118,561.17, which the entire revenue at the rates you name would lack over \$4,000,000 of meeting. Even if the Government messages were much longer than I estimate, and should yield (which is scarcely possible) an average of 20 cents each, and all our business were done at that rate, there would still be a deficit of about \$2,000,000 in that department of our service.

Commodore Vanderbilt once met the attack of a competing line of steamers by establishing a passenger rate of 10 cents between New York and Albany. Nobody supposed that 10 cents was a remunerative rate for so long a passage, but the move proved effective, because it enabled the commodore to buy the competing line without paying a speculative price for it. Such a course is sometimes entailed by circumstances upon this company. Competing companies are often formed, not for business profits, but to force us to buy them out or retire from the field. When such competition occurs, it is a transient and isolated feature of our message business. To seize upon one such feature, and, so far as your office as an umpire may control, to make that the basis of a rate to be charged on Government business, seems to us not judicial, but vindictive.

It is this view you have taken that we especially regret. We may seem to deserve reprehension, but the statute under which you are acting is judicial and not penal. The award made annually by your predecessors has sometimes subjected us to injustice; but we could ascribe to erroneous judgment the fixing of a rate designed to remunerate us for the service, but which in fact imposed a loss upon us. We have borne the loss in such cases without complaint, even yielding to the wish of the Departments to have the messages sent by them not confined to the definition of the statute but to include all their official business. Upon the present occasion a course is pursued which gives your high official sanction to an attitude towards us which we consider so unjust and so well calculated to operate prejudicially to our general telegraph business that we feel compelled to enter our earnest protest against it.

The further course you suggest of a board of arbitration is within what we have always proffered. We have stood ready always to supply to the incumbent of your office the fullest opportunity for search into the cost of telegraphic business, and to accept freely his impartial judgment. If you prefer to delegate that judgment to a board composed as you suggest, leaving the rates for this year to be governed by that result, we shall be glad to meet it.

Respecting the personal interviews referred to in your letter, I regret that there was a misunderstanding as to any positive engagement to see you again after our last conference. When we separated, you asked if you should see me again. I answered that I did not know of any good that could come of further conference, but that if I found time in the forenoon of the next day, I would make you a short call. The next morning I had some business at our telegraph office, and on returning to my hotel I learned that you had called and expressed regrets at my being out. If I had had the least intimation that you intended to call on me, I should certainly have awaited your arrival.

I have the honor to remain, very respectfully, yours,

Hon. JOHN WANAMAKER,  
*Postmaster-General.*

NORVIN GREEN,  
*President.*

## EXHIBIT D.

## CONSOLIDATION OF THIRD AND FOURTH CLASS MATTER.

*Condensed statement of count and weight of mail matter dispatched on the 22d and 23d of October, 1889, at ten of principal first-class offices, ten of principal second-class offices, ten of principal third-class offices, and ten of principal fourth-class offices.*

## TOTALS TO ALL DISTANCES.

	Number of pieces.	Number of pounds.	Average weight per piece.	Average distance in miles per piece to which carried.	Percentage of total number of pieces of each class of mail matter to total of all classes.	Percentage of total number of pounds of each class of mail matter to total of all classes.
<i>At 10 first-class offices.</i>						
1. Letters.....	3,248,666	66,318	Ounces. .3 +	419	56.2 +	18.9 +
2. Postal-cards.....	496,865	2,609	.08	344	8.6 —	.7
3. Wrapped parcels under seal at letter rate...	6,935	2,087	4.8 +	419	.1 +	.6 —
4. Third-class matter.....	1,946,106	239,203	1.9 +	612	33.6 —	68.4 +
5. Fourth-class matter.....	96,478	39,140	6.5 —	612	1.7 —	11.2 +
Total.....	5,795,050	349,357	.9 +	447	96.8 +	96.8 +
<i>At 10 second-class offices.</i>						
1. Letters.....	109,212	3,064	.4 +	327	69.5 +	29.5 +
2. Postal-cards.....	26,826	140 <sup>10</sup> <sub>10</sub>	.08	282	17.0 +	1.3 +
3. Wrapped parcels under seal at letter rate...	1,897	666	5.6 +	469	1.2 +	6.4 +
4. Third-class matter.....	14,662	3,090	3.2 +	245	9.3 +	28.9 +
5. Fourth-class matter.....	4,442	3,504	12.6 +	364	2.8 +	33.7 +
Total.....	157,039	10,374 <sup>10</sup> <sub>10</sub>	1.0 +	314	2.6 +	2.8 +
<i>At 10 third-class offices.</i>						
1. Letters.....	21,053	397	.3 +	281	80.4 +	49.4 +
2. Postal-cards.....	3,419	17 <sup>30</sup> <sub>10</sub>	.08	206	13.0 +	2.2 +
3. Wrapped parcels under seal at letter rate...	61	19 <sup>1</sup> <sub>10</sub>	5.0 +	454	.2 +	2.4 +
4. Third-class matter.....	1,282	211	2.6 +	244	4.9 —	26.3 +
5. Fourth-class matter.....	365	156	6.8 +	376	1.5 +	19.3 +
Total.....	26,180	801 <sup>2</sup> <sub>10</sub>	.5 —	265	.4 +	.2 +
<i>At 10 fourth-class offices.</i>						
1. Letters.....	3,640	70	.3 +	233	65.7 +	53.4 +
2. Postal-cards.....	966	5 <sup>30</sup> <sub>10</sub>	.08	133	17.4 +	3.8 +
3. Wrapped parcels under seal at letter rate...	14	4	4.6 —	130	.2 +	3.0 +
4. Third-class matter.....	875	33	.6 +	41	15.8 +	25.2 +
5. Fourth-class matter.....	41	19	7.4 +	226	.7 +	14.5 +
Total.....	5,536	131 <sup>20</sup> <sub>10</sub>	.4 —	185	.09 +	.63 +

## Recapitulation of the 40 offices.

1. Letters.....	3,382,571	69,840	.3	386	56.5 +	19.3 +
2. Postal-cards.....	528,076	2,772 <sup>10</sup> <sub>10</sub>	.08	339	8.8 +	.7 +
3. Wrapped parcels under seal at letter rate...	8,907	2,776 <sup>1</sup> <sub>10</sub>		430	.1 +	.7 +
4. Third-class matter.....	1,962,925	242,447	1.9 +	558	32.8 —	67.2 +
5. Fourth-class matter.....	101,326	42,810	6.7 +	599	1.7 —	11.8 +
Grand total.....	5,983,805	360,663 <sup>1</sup> <sub>10</sub>	.9 +	442		

Condensed statement of count and weight of mail matter dispatched on the 22d and 23d of October, 1899, at ten of principal first-class offices, etc.—Continued.

SENT NOT EXCEEDING 50 MILES.

[Average distance, 25 miles.]

	Number of pieces.	Weight in pounds.	Per-centage of whole number of pieces.	Per-centage of total weight.	Average weight per piece.
<i>At 10 first-class offices.</i>					
1. Letters.....	648,083	11,773	19.9+	17.6+	Ounces. .3 +
2. Postal-cards.....	143,566	754	23.8	28.9+	.08+
3. Wrapped parcels under seal at letter rate.....	763	343	11.0+	10.4+	7.1 +
4. Third-class matter.....	212,726	17,794	10.9	7.4+	1.3 +
5. Fourth-class matter.....	9,533	3,090	9.8	7.8+	5.1 +
Total .....	1,014,681	33,754	17.5+	9.6+	.5 +
<i>At 10 second-class offices.</i>					
1. Letters.....	32,225	837	29.5+	28.0+	.4 +
2. Postal-cards.....	9,616	50	35.8+	35.6+	.08+
3. Wrapped parcels under seal at letter rate.....	87	177	4.6—	26.6—	32.5 +
4. Third-class matter.....	5,038	1,075	34.3+	35.8+	3.3 +
5. Fourth-class matter.....	1,416	1,437	31.9—	41.0+	16.2 +
Total .....	48,382	3,596	30.8	34.6+	1.1 +
<i>At 10 third-class offices.</i>					
1. Letters.....	8,123	121	38.5+	30.5—	.2 +
2. Postal-cards.....	1,696	8 $\frac{1}{2}$	49.6	49.7	.08+
3. Wrapped parcels under seal at letter rate.....	14	7	23.0—	36.3+	8.0
4. Third-class matter.....	655	76	51.1+	34.0+	1.8
5. Fourth-class matter.....	144	52	39.4+	33.3+	5.8
Total .....	10,632	284 $\frac{1}{2}$	40.6	33.0+	.4 —
<i>At 10 fourth-class offices.</i>					
1. Letter.....	1,559	29	43.0—	41.4+	.3 —
2. Postal-cards.....	581	3 $\frac{1}{2}$	60.1+	59.6	.08+
3. Wrapped parcels under seal at letter rate.....	13	3	92.9—	75.0	3.7 —
4. Third-class matter.....	833	24	65.2	72.7+	.4
5. Fourth-class matter.....	24	13	58.5+	68.4+	8.7 —
Total .....	3,010	72 $\frac{1}{2}$	54.3+	55.0—	.3 +
<i>Recapitulation of the 40 offices.</i>					
1. Letters.....	689,990	12,780	20.3+	18.3—	.3 +
2. Postal-cards.....	155,449	816	20.4+	29.4+	.08+
3. Wrapped parcels under seal at letter rate.....	877	530	9.8+	19.1—	9.6 +
4. Third-class matter.....	219,252	18,999	11.1+	7.8+	1.3 +
5. Fourth-class matter.....	11,117	4,592	10.9+	10.7+	6.6 +
Grand total.....	1,076,685	37,687	17.9+	10.4+	.5 +

*Condensed statement of count and weight of mail matter dispatched on the 22d and 23d of October, 1889, at ten of principal first-class offices, etc.—Continued.*

## SENT EXCEEDING 50 MILES AND NOT EXCEEDING 200 MILES.

[Average distance, 125 miles.]

	Number of pieces.	Weight in pounds.	Per-centage of whole number of pieces.	Per-centage of total weight.	Average weight per piece.
<i>At 10 first-class offices.</i>					
1. Letters.....	1,001,445	20,726	30.7+	31.2+	<i>Ounces.</i> .2 +
2. Postal-cards.....	133,071	699	26.7+	26.8+	.08+
3. Wrapped parcels under seal at letter rate.....	2,474	646	35.6+	30.9+	4.1 +
4. Third-class matter.....	501,730	55,855	25.7+	23.3+	1.7 +
5. Fourth-class matter.....	22,289	8,462	23.1	21.6	6.0 +
Total.....	1,661,009	86,388	28.5+	24.7+	.8
<i>At 10 second-class offices.</i>					
1. Letters.....	37,883	998	34.6+	32.2+	.4 +
2. Postal-cards.....	8,703	46	32.4+	32.7	.08+
3. Wrapped parcels under seal at letter rate.....	68	47	3.6+	7.0+	11.0 +
4. Third-class matter.....	5,962	886	40.6+	29.5+	2.3 +
5. Fourth-class matter.....	1,094	571	24.6+	16.2+	8.3 +
Total.....	53,710	2,548	34.2	24.5—	.7 +
<i>At 10 third-class offices.</i>					
1. Letters.....	6,116	126	20.0+	31.7+	.3 +
2. Postal-cards.....	898	47 <sup>7</sup> / <sub>10</sub>	26.2+	26.2	.06+
3. Wrapped parcels under seal at letter rate.....	24	6	40.0—	31.2—	6.8 +
4. Third-class matter.....	270	51	21.0+	24.0+	3.0 +
5. Fourth-class matter.....	60	41	16.4+	26.3—	10.9
Total.....	7,368	228 <sup>7</sup> / <sub>10</sub>	28.1+	28.5+	.4 +
<i>At 10 fourth-class offices.</i>					
1. Letters.....	1,112	20	30.5+	28.5+	.3 +
2. Postal-cards.....	186	1	19.2+	19.2	.08+
3. Wrapped parcels under seal at letter rate.....					
4. Third-class matter.....	26	6	3.0—	18.1+	3.7 —
5. Fourth-class matter.....	7	3	17.0+	15.8—	7.0 —
Total.....	1,331	30	24.0+	22.8+	.3 +

## Recapitulation of the 40 offices.

1. Letters.....	1,046,566	21,870	30.9+	31.3+	.8 +
2. Postal-cards.....	142,858	750 <sup>7</sup> / <sub>10</sub>	27.0+	27.1—	.08+
3. Wrapped parcels under seal at letter rate.....	2,568	699	28.8+	25.1+	4.3 +
4. Third-class matter.....	507,988	56,798	25.8+	23.4+	1.7 +
5. Fourth-class matter.....	23,460	9,077	23.1+	21.2—	6.1 +
Grand total.....	1,723,418	89,194 <sup>7</sup> / <sub>10</sub>	28.9—	24.7+	.8 +

*Condensed statement of count and weight of mail matter dispatched on the 22d and 23d of October, 1889, at ten of principal first-class offices, etc.—Continued.*

SENT EXCEEDING 200 MILES, AND NOT EXCEEDING 500 MILES.

[Average distance, 350 miles.]

	Number of pieces.	Weight in pounds.	Per-centage of whole number of pieces.	Per-centage of total weight.	Average weight per piece.
<i>At 10 first-class offices.</i>					
1. Letters .....	732,608	15,458	21.6+	23.3+	<i>Ounces.</i> .8 +
2. Postal-cards .....	109,484	575	22.3+	22.0+	.08+
3. Wrapped parcels under seal at letter rate .....	1,733	434	24.9	20.8—	4.0 +
4. Third-class matter .....	391,188	61,116	20.1+	25.5	2.5 —
5. Fourth-class matter .....	21,955	8,086	22.8	22.2	6.3 +
Total .....	1,257,058	80,269	21.6+	24.7—	1.0 +
<i>At 10 second-class offices.</i>					
1. Letters .....	16,049	437	14.7—	14.3—	.4 +
2. Postal-cards .....	3,844	20	14.3+	14.2	.08+
3. Wrapped parcels under seal at letter rate .....	1,432	307	75.4+	46.1—	3.4 +
4. Third-class matter .....	1,723	492	11.7+	16.4	4.5 +
5. Fourth-class matter .....	845	549	19.0+	15.6+	10.3 +
Total .....	23,893	1,805	15.3	17.4	1.2+
<i>At 10 third-class offices.</i>					
1. Letters .....	3,201	70	15.2+	17.6+	.8 +
2. Postal-cards .....	409	2 $\frac{1}{2}$	11.9+	11.7	.08+
3. Wrapped parcels under seal at letter rate .....	1	$\frac{1}{2}$	1.6+	.0+	4.0
4. Third-class matter .....	200	42	15.6+	20.0—	3.3 +
5. Fourth-class matter .....	63	35	17.2+	22.4+	8.8 +
Total .....	3,874	149 $\frac{1}{2}$	14.4+	18.6+	.6 +
<i>At 10 fourth-class offices.</i>					
1. Letters .....	482	10	18.2+	14.3—	.3+
2. Postal-cards .....	150	$\frac{1}{2}$	15.5+	17.3	.08+
3. Wrapped parcels under seal at letter rate .....					
4. Third-class matter .....	9	1	1.0+	3.0+	1.7 +
5. Fourth-class matter .....	3	1	7.3+	5.2+	5.3 +
Total .....	644	12 $\frac{1}{2}$	11.6+	9.8+	.3 +

*Recapitulation of the 40 offices.*

1. Letters .....	752,430	15,975	22.2+	22.8+	.3 +
2. Postal-cards .....	113,887	598	21.5+	21.5+	.08+
3. Wrapped parcels under seal at letter rate .....	3,166	741 $\frac{1}{2}$	35.5+	26.6+	3.7 +
4. Third-class matter .....	393,120	61,651	20.0+	25.4+	2.5 +
5. Fourth-class matter .....	22,866	9,271	22.5+	21.6+	6.5 —
Grand total .....	1,285,469	88,236 $\frac{1}{2}$	21.4+	24.4+	1.0 +

*Condensed statement of count and weight of mail matter dispatched on the 22d and 23d of October, 1889, at ten of principal first-class offices, etc.—Continued.*

SENT EXCEEDING 500 MILES, AND NOT EXCEEDING 1,000 MILES.

[Average distance, 750 miles.]

	Number of pieces.	Weight in pounds.	Percentage of whole number of pieces.	Percentage of total weight.	Average weight per piece.
<i>At 10 first-class offices.</i>					
1. Letters .....	578,492	11,879	17.7+	17.7+	Ounces. .3 +
2. Postal-cards .....	71,664	376	14.4	14.4+	.08+
3. Wrapped parcels under seal at letter rate.....	1,300	431	18.7	20.0+	5.3 +
4. Third-class matter .....	497,139	60,970	25.5+	25.4	1.9 +
5. Fourth-class matter .....	20,992	8,804	21.5+	22.5	6.7 +
Total.....	1,169,587	82,460	20.1+	23.6	1.1 +
<i>At 10 second-class offices.</i>					
1. Letters .....	13,431	347	12.3—	11.3+	.4 +
2. Postal-cards .....	2,804	14 $\frac{1}{2}$	10.4+	10.0+	.08+
3. Wrapped parcels under seal at letter rate.....	116	47	6.0+	7.0+	6.5 —
4. Third-class matter .....	1,061	324	7.2+	10.8	4.8 +
5. Fourth-class matter .....	641	655	14.4+	18.7—	16.3 +
Total .....	18,053	1,387 $\frac{1}{2}$	11.5	13.3+	1.2 +
<i>At 10 third-class offices.</i>					
1. Letters .....	2,103	46	9.9+	11.6—	0.3 +
2. Postal-cards .....	291	1 $\frac{1}{2}$	8.5+	8.3	0.08+
3. Wrapped parcels under seal at letter rate.....	12	3	20.0—	15.5+	4.0
4. Third-class matter .....	56	21	4.3+	10.0—	6.0
5. Fourth-class matter .....	57	15	15.6+	9.6+	4.2
Total .....	2,519	86 $\frac{1}{2}$	9.6+	10.8—	0.5 +
<i>At 10 fourth-class offices.</i>					
1. Letters .....	303	6	8.3+	8.5+	0.3 +
2. Postal-cards .....	47	$\frac{1}{2}$	4.6+	3.8	0.08+
3. Wrapped parcels under seal at letter rate.....					
4. Third-class matter .....	2	1	0.2	3.0+	8.0
5. Fourth-class matter .....	5	1	12.2—	5.2+	3.2
Total.....	357	8 $\frac{1}{2}$	6.4+	6.2+	0.3 +

*Recapitulation of the 40 offices.*

1. Letters.....	594,329	12,278	17.5+	17.6+	.3 +
2. Postal-cards.....	74,806	392 $\frac{1}{2}$	14.1+	14.2+	0.08+
3. Wrapped parcels under seal at letter rates.....	1,428	481	15.9+	17.4+	5.3 +
4. Third-class matter .....	498,258	61,316	25.3+	25.3—	1.9 +
5. Fourth-class matter .....	21,695	9,475	21.4+	22.1+	6.9 +
Grand total .....	1,190,516	83,942 $\frac{1}{2}$	19.8+	23.3—	1.1 +



*Condensed statement of count and weight of mail matter dispatched on the 22d and 23d of October, 1889, at ten of principal first-class offices, etc.—Continued.*

## ALL DISTANCES EXCEEDING 1,000 MILES.

[Average distance, 1,500 miles.]

	Number of pieces.	Weight in pounds.	Per-centage of whole number of pieces.	Per-centage of total weight.	Average weight per piece.
<i>At 10 first-class offices.</i>					
1. Letters.....	287,948	6,482	8.8+	9.7+	<i>Ounces.</i> .3 +
2. Postal-cards.....	39,090	205	7.8+	7.8+	.08+
3. Wrapped parcels under seal at letter rate....	665	233	9.6	11.1+	5.6 +
4. Third-class matter.....	343,323	43,468	17.6+	18.2+	2.0 +
5. Fourth-class matter.....	21,709	10,098	22.5	25.8	7.4 +
Total.....	692,735	60,486	11.9+	17.3+	1.3 +
<i>At 10 second-class offices.</i>					
1. Letters.....	9,624	425	8.8+	13.9—	.7 +
2. Postal-cards.....	1,859	9 <sup>7</sup> / <sub>10</sub>	7.0—	7.0—	.08+
3. Wrapped parcels under seal at letter rate....	194	88	10.2+	13.2	7.2 +
4. Third-class matter.....	878	223	6.0—	7.4+	4.0 +
5. Fourth-class matter.....	446	292	10.0+	8.3+	10.4 +
Total.....	13,001	1,037 <sup>7</sup> / <sub>10</sub>	8.3+	10.0	1.2 +
<i>At 10 third-class offices.</i>					
1. Letters.....	1,510	34	7.1+	8.5+	.4 +
2. Postal-cards.....	125	<sup>7</sup> / <sub>10</sub>	3.6+	3.9	.08+
3. Wrapped parcels under seal at letter rate....	10	3	10.4+	15.5+	4.8
4. Third-class matter.....	101	21	8.0—	10.0	3.3
5. Fourth-class matter.....	41	13	11.2+	8.3+	5.0+
Total.....	1,787	71 <sup>7</sup> / <sub>10</sub>	6.8+	8.9+	.6 +
<i>At 10 fourth-class offices.</i>					
1. Letters.....	184	5	5.0+	7.1+	.4 +
2. Postal-cards.....	2	—	2.0+	—	.08+
3. Wrapped parcels under seal at letter rate....	1	1	7.1+	25.0	16.0
4. Third-class matter.....	5	1	.5+	3.0+	3.2
5. Fourth-class matter.....	2	1	4.9—	5.2+	8.0
Total.....	194	8	3.5+	6.0+	.6 +

*Recapitulation of the 40 offices.*

1. Letters.....	290,268	6,940	8.8+	9.9+	.8 +
2. Postal-cards.....	41,076	215 <sup>7</sup> / <sub>10</sub>	7.7+	7.7+	.08+
3. Wrapped parcels under seal at letter rate....	870	325	9.7+	11.7+	6.0—
4. Third-class matter.....	844,307	43,713	17.5+	18.0+	2.0 +
5. Fourth-class matter.....	22,198	10,404	21.9+	24.3—	7.5—
Grand total.....	707,717	61,603 <sup>7</sup> / <sub>10</sub>	11.9+	17.1—	1.8 +

*Extracts from letters of the postmasters at post-offices in the foregoing table, with regard to the advisability of consolidating third and fourth class mail matter.*

[New York, N. Y.; Cornelius Van Cott, postmaster.]

\* \* \* After a careful consideration of the subject, I am of opinion that while the admission of merchandise to the mails has operated to the advantage of a large number of the people by practically supplying them with a modified form of express service at points where express companies do not find it to their interest, and therefore can not be expected to supply such service, this is the sole advantage of the system; that while this advantage affords a sufficient justification for its continuance, there is no doubt that it is a burden on the postal revenue which it would not be wise to increase; and that for this and the other reasons named it would not be advisable to reduce the present rate on mailable matter of the fourth class.

[Chicago, Ill.; James A. Sexton, postmaster, indorses report to him of John A. Montgomery, superintendent of mails at his office, in which the following occurs:]

\* \* \* As to the advisability of the consolidation of the two classes (third and fourth), permit me to state my twenty-four years of experience in the service has long ago convinced me that the two classifications were not only an annoyance to the public, and the Department as well, but it seemed to me wholly useless, and I should be heartily in favor of the Department consolidating the two classifications at the same rate of postage now charged for third-class matter.

[Philadelphia, Pa.; William F. Harry, postmaster.]

\* \* \* Complying with your request that I should state my opinion as to the advisability of the consolidation of the two classes of mail matter with a uniform rate of postage, and that I give such suggestion as I may have to offer in support of the same, I desire to state that in my judgment it would be advantageous to the public service and to the community. If there should be a consolidation of the two classes in question it would simplify the rating of matter falling under the third and fourth class rates of postage, which in itself would be a convenience to the public and to postal employes. In addition, the revenue produced to the service by reason of the present rate of postage upon fourth-class matter would not be so considerably in excess of that obtained at the reduced rate under the consolidation of the two classes. I would further suggest that the reduction of postage upon fourth-class matter would be likely to result in a more general use of the mails by merchants in sending their packages. The increased business, to my mind, would yield an increased revenue, even at reduced rates, that would be in excess rather than under the present revenue derived from postage upon fourth-class matter. To restate the above briefly, a consolidation of the two classes would simplify the work and would yield an increased revenue.

[Boston, Mass.; John M. Corse, postmaster.]

\* \* \* The classification of mail matter is obscure and difficult for officials to distinguish. Third and fourth class matter are of such a character as to render it impossible for the officials in this office to comprehend the distinction in all cases, and the consequence is that questions of difference are constantly being referred to the Department. A vast mass of decisions are accumulating, rendering it impossible for the average employe who is in daily contact with the public to bear in mind the complicated rulings which have been made upon these classes of matter. As a consequence much annoyance and embarrassment are occasioned the public, resulting in censure to the officials.

If the postal officials are not competent to distinguish between third and fourth class matter, how is it possible for the ordinary tradesman, business man, or members of the domestic household, who have less opportunities for obtaining informa-

tion from the Department or the Attorney-General, to understand all the subtleties involved in the classification? It is of the first importance that the public should understand the classes of mail matter and how much postage is required in each instance. Our experience here is that persons desirous of mailing a package are compelled to go from 1 to 2 miles to an office in order to determine its class, weight, and secure the stamps.

It seems of the most obvious necessity that all mail matter should be reduced to two classes; first, written matter, at 2 cents an ounce, and second, all other matter, at a cent for 2 ounces.

[St. Louis, Mo.; William Hyde, postmaster.]

\* \* \* A simplification of the mode of classifying third and fourth class matter would greatly reduce the work in large post-offices, and greatly tend, also, to aid the popular understanding of postage rates. The apparent favoritism shown to publishers and booksellers, by which their merchandise is transmitted in the mail cars at a rate 50 per cent. cheaper, in most cases, than that charged against dealers in other articles of trade, has long been a source of dissatisfaction and complaint. \* \* \* To conclude, I believe there should be a uniform rate of postage for third and fourth class mail matter, and that the rate should be 1 cent per ounce.

[Cincinnati, Ohio; John C. Riley, postmaster.]

\* \* \* In regard to the proposed consolidation of matter of the third and fourth classes, I would say that such a measure would result in a great saving of time to stamp clerks and other employes in post-offices who are required to make examination of matter of the different classes before and after mailing, for the purpose of determining the classification under which it properly comes. To the public it would be universally satisfactory, as tending to simplify the classification, which is now confusing, and to thus facilitate the preparation of packages for the mails, both in respect to the method of wrapping and the rate of postage applicable.

From a business point of view I heartily approve of such a consolidation, and would unhesitatingly recommend the adoption of the third-class rate for matter of both classes.

[Baltimore, Md.; Frank Brown, postmaster.]

\* \* \* As to the advisability of consolidating third and fourth class matter, I am heartily in favor of the proposed consolidation, and think no well-founded argument can be advanced against it.

[Pittsburgh, Pa.; J. B. Larkin, postmaster.]

\* \* \* In favor of the present separate classification with the lower rate of postage for matter of the third class, I believe there can be only one argument advanced, viz, that printed matter serves to educate and enlighten the people, and thus proves a benefit to the masses; but as the very large bulk of the printed matter which is sent through the mails is mailed at the second-class rates, at 1 cent per pound, by publishers and newdealers, and a large percentage of the third class is simply advertising matter, there seems to be less reason for the separate rating than existed before the decreasing of the second-class rates. Of the second, third, and fourth class matter mailed here during the six days ending with October 12, of a total weight of 39,064 pounds, 30,567 was second class, 7,053 was third class, and 1,444 was fourth class.

Of the third and fourth class matter but 17 per cent. was fourth class.

To consolidate the third and fourth classes would be a very great convenience to the officials and employes of the postal service and to the public, and I believe the loss of revenue would be very small.

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[Cleveland, Ohio; W. W. Armstrong, postmaster.]

\* \* \* While it is true that under the present definition of third and fourth class matter many questions arise with the public, and some with this office, as to the proper classification of some matter, I am inclined to think that a more simple division could be made, obviating all trouble.

[Detroit, Mich.; Elwood T. Hance, postmaster.]

\* \* \* It is the opinion of this office that a consolidation of third and fourth class matter at a uniform rate of postage, say present third-class rates, is advisable. If postage rates could be simplified they would be much more readily understood by the general public, also postmasters at the smaller offices, to whom postage rates seem to be a difficult problem. It would also seem if third and fourth class matter were included in one class it would be advisable to increase the limit of weight of merchandise packages to, say, 6 pounds.

[Terre Haute, Ind.; David C. Greiner, postmaster.]

\* \* \* To prevent confusion and encourage the use of mail service as a means of sending small packages of merchandise at a moderate cost, I think the classes should be made one, and that as third class.

[Little Rock, Ark.; R. A. Edgerton, postmaster.]

\* \* \* It is exceedingly vexatious, and very often impossible, to determine whether certain mailable articles properly belong to the third or to the fourth class. The question was raised in this office this a. m. by the cashier of a national bank, do blank check books belong to the third or to the fourth class? This instance is only one of many almost daily arising. When such cases arise, and the postmaster is unable to find the article in some guide, he is forced to class it according to his own judgment, and even then often compelled to determine the class arbitrarily, for very often an article can be classed in either class with as good reasons as in one.

Beyond a doubt, the good of the service and the public would be promoted by merging both classes into one at some uniform rate.

[Lancaster, Pa.; H. E. Slaymaker, postmaster.]

I am of the opinion that both classes should be consolidated. First, because it would be an accommodation to the public; and again, many more articles would be sent by mail at third-class rate. Also, that the limit of weight should be increased to 6 or 8 pounds.

[Camden, N. J.; William J. Browning, postmaster.]

\* \* \* In my opinion, the separate classification of matter included in the third and fourth classes is not only the source of great embarrassment to the public at large, but entails on the postmaster and his subordinates considerable labor, and subjects them, alike with the public, to embarrassment and annoyance, which the consolidation of the two classes, with a uniform rate of postage, would obviate. I believe that such consolidation would be to the interest not only of the Post-Office Department but to all concerned.

[Houston, Tex.; George A. Race, postmaster.]

I deem consolidation of third and fourth class mail matter, at present third class rate of postage, advisable.

[Waterbury, Conn.; Charles C. Commerford, postmaster.]

Third and fourth class matter might be consolidated and the limit of weight for fourth-class matter reduced to 2 instead of 4 pounds. In our opinion the "convenience of postmasters" has but little to do with it. It is the general public who are to be accommodated.

[Macon, Ga.; Thomas Hardman, postmaster.]

\* \* \* I see no good reason why the third and fourth class matter should not be consolidated, as confusion often occurs now from claimants as to class of matter.

[Auburn, N. Y.; William J. Moses, postmaster.]

\* \* \* I favor such consolidation. I never could see any sufficient reason for the discrimination and requiring a higher rate of postage for ordinary merchandise than for cuttings, scions, seeds, or books. Such a consolidation would simplify matters materially.

[Springfield, Ill.; H. W. Clendenin, postmaster.]

In my opinion it would be advisable to consolidate third and fourth class matter, admitting fourth-class to the mails at third-class rates, for the following reasons: 1. It would be an equitable measure in behalf of the patrons of the post-office, and beneficial to the general business interests of the people. 2. It would simplify the classification and remove a source of great annoyance to the public and to postmasters. 3. It would eventually result in increasing the postal revenues.

[Fall River, Mass.; J. Whitehead, postmaster.]

\* \* \* It seems to me it would greatly simplify and remove one source of annoyance at the various post-offices if the third and fourth class matter were merged in one class, say third-class, at the rate of 1 cent for 2 ounces or fraction thereof. \* \* \* I think the reduction of fourth-class matter would soon be overcome by the extra quantity of samples and light-weight goods sent out by merchants and business houses.

[Lebanon, Ohio; J. W. Lingo, postmaster.]

I would advise a consolidation of third and fourth class matter, with uniform rate of postage, believing it would facilitate handling of mails and be far more satisfactory to the public.

[Quincy, Mass.; S. H. Spear, postmaster.]

I should suggest the consolidation of third and fourth class and establish rate 1 cent for two ounces.

[Hackensack, N. J.; John Engel, postmaster.]

\* \* \* Stating my opinion as to the consolidation of the third and fourth classes, with a uniform rate of postage, I beg leave to state that the same would be the saving of a great deal of time to the public as well as postmasters, and for that reason alone a benefit to the postal service.

[White Water, Wis.; Edward F. Donnelly, postmaster.]

In regard to the consolidation of third and fourth class matter, my opinion would be that both should be one class, as under the present system the difference between the two classes causes considerable trouble at times, and the rate of postage should be the same as third-class matter.

[Grinnell, Iowa; J. Beardsley, postmaster.]

As to the consolidation of third and fourth class matter, I should regard it as a good move toward simplifying existing difficulties.

The most intelligent patrons of this office continually confound the two classes, and I can see no good reason for retaining the division.

[Galena, Ill.; G. H. Rottler, postmaster.]

In my opinion it would be a great convenience to both the public and postmasters to have the third and fourth class matter consolidated, with a uniform rate of post-

age. No little inconvenience is experienced by postmasters on account of this separate classification; nearly every day we receive packages composed of third and fourth class matter, on which the higher rate must be charged; so a uniform rate would not only be a convenience to postmasters but also a very satisfactory change for our patrons.

[Hopkinton, Mass.; J. A. Woodbury, postmaster.]

\* \* \* I think that the consolidation of third and fourth class matter would be much more satisfactory to the public and less trouble to the Department than as it is now arranged.

[Wyoming, Ohio; Charles T. Slack, postmaster.]

In regard to the consolidation of the third and fourth class mail matter, I think it would be best on account of many things; first, the general public do not seem to understand the difference; second, at all the small offices persons mailing matter of this class do not understand the difference even after being explained; therefore I think it best on account of the annoyance both to the public and to the postmaster.

[Augusta, Ill.; P. P. Newcomb, postmaster.]

In reply to your request for an opinion as to the advisability of consolidating third and fourth class matter, with uniform rate of postage, I would say that I can see no good reason for the classification, or at least no good reason for the present rate of postage on fourth-class matter, unless it be to exclude it from the mails, which is practically the result here, unless such matter (or packages of merchandise) does not exceed 1½ pounds weight. Express companies carry all small packages (say a distance of 250 miles) for 25 cents. If the package weighs over 1½ pounds it will nearly always be sent by express, as it is cheaper than by mail. If such small packages were carried at third-class rate (1½ cents per ounce or 1 cent for two ounces,) there would in my judgment be a great many more packages sent by mail. I think that a large majority of such packages are only sent comparatively short distances, largely from cities to neighboring towns, and it is now generally cheaper to send by express than by mail.

As I said before, unless the Department wishes to exclude small packages of mere chandise from the mails, it would be better to make the rate same as third class.

[Bronson, Mich.; Joseph E. Watson, postmaster.]

\* \* \* Should think it advisable to consolidate third and fourth class matter with uniform rate of postage

[Raritan, N. J.; Christopher Ehnl, postmaster.]

I think it would be advisable to consolidate third and fourth class.

[Saylesville, B. I.; Samuel Fessenden, postmaster.]

With regard to the third and fourth class mail matter, there is a comparatively small amount of either class at this office, not enough to cause any embarrassment and yet I can see that it would very much simplify matters to have them consolidated, in that there would be trouble to decide between first and third and fourth consolidated, whereas now there often arise cases that take some thought before deciding whether they belong to the third or fourth.

## EXHIBIT E.

## ESTIMATES FOR 1891.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1891,  
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, 1890.
<b>UNDER THE POST-OFFICE DEPARTMENT.</b>		
<b>POSTAL SERVICE.</b>		
<i>Office of the Postmaster-General.</i>		
Mail depredations, and post-office inspectors, of which a sum not exceeding \$5,000 may be employed to pay fees to United States marshals, attorneys, etc. (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	\$250,000.00	\$200,000.00
Rewards for the apprehension and conviction of highway, stage, and train robbers, and post-office burglars (submitted) .....	25,000.00	.....
Advertising (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	18,000.00	18,000.00
Miscellaneous items in the office of the Postmaster-General (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	1,500.00	1,500.00
<b>Total</b> .....	<b>294,500.00</b>	.....
<i>Office of the First Assistant Postmaster-General.</i>		
Compensation to postmasters (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) ..	14,000,000.00	18,600,000.00
Compensation to clerks in post-offices (Mar. 2, 1889; vol. 25, pages 841-5; sec. 1) .....	7,590,000.00	6,550,000.00
Rent, light, and fuel for first and second-class offices, including rent of city post-office at Washington, District of Columbia, and of this sum not exceeding \$900 may be paid for the rent of a branch post-office on Capitol Hill, in the city of Washington (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	665,000.00	610,000.00
Rent, light, and fuel to offices of the third class, <i>Provided</i> , That there shall not be allowed for the use of any third-class post-office for rent a sum in excess of \$400, nor more than \$60 for fuel and lights in any one year (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	574,500.00	505,000.00
Miscellaneous and incidental items for first and second-class post-offices, including furniture (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	120,000.00	110,000.00
Free-delivery service (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	9,019,485.00	8,000,000.00
Stationery in post-offices (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	57,000.00	57,500.00
Wrapping twine (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	85,000.00	85,000.00
Wrapping paper (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	53,000.00	50,000.00
Letter balances, scales, and test weights, and repairs to same (Mar. 2 1889; vol. 25; pages 841-5; sec. 1) .....	18,000.00	15,000.00
Postmarking and rating stamps, and repairs to same, and ink and pads for stamping and canceling purposes (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	40,000.00	35,000.00

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1891,  
by the Post-Office Department—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, 1890.
<b>POSTAL SERVICE—continued.</b>		
<i>Office of the First Assistant Postmaster-General—Continued.</i>		
Packing boxes, sawdust, paste, and hardware (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	\$3,000.00	\$3,000.00
Printing facing slips, card-slide labels, blanks, and books of an urgent nature for post-offices of the first and second classes (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	7,000.00	7,000.00
Total .....	32,231,985.00	
<i>Office of the Second Assistant Postmaster-General.</i>		
Inland mail transportation, viz, inland transportation by star routes (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	5,902,216.55	5,650,000.00
Inland transportation by steam-boat routes (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	525,000.00	450,000.00
Mail messenger service (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	1,100,000.00	1,000,000.00
Mail bags and mail-bag catchers (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	275,000.00	225,000.00
Mail locks and keys (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	35,000.00	15,000.00
For rent of building for mail-bag repair shop and lock repair shop; and for fuel, gas, watchmen, charwomen, oil, and repair of machinery for same (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	6,500.00	10,000.00
Inland transportation by railroad routes, of which a sum not exceeding \$30,000 may be employed to pay freight on postal cards, stamped envelopes, and stamped paper, from the manufactories to the post-offices and depots of distribution (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) ..	21,106,275.85	19,105,557.90
Railway post-office car service (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) ..	2,548,000.00	2,260,000.00
Railway post-office clerks (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	5,910,000.00	5,600,000.00
Necessary and special facilities on trunk lines, <i>Provided</i> , That the Postmaster-General may, in his discretion, withdraw this fund, or any portion thereof, from any railroad company, when in his judgment the public interests require it (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	295,421.79	295,655.38
Miscellaneous items (Mar. 2, 1889; vol. 25; pages 841-5; sec. 1) .....	1,000.00	1,000.00
Total .....	37,699,413.99	
<i>Office of the Third Assistant Postmaster-General.</i>		
Manufacture of adhesive postage and special-delivery stamps (March 2, 1889; vol. 25, pages 841-5, sec. 1) .....	173,000.00	155,874.00
Pay of agents and assistants to distribute stamps and expenses of agency (March 2, 1889; vol. 25, pages 841-5, sec. 1) .....	9,000.00	9,000.00
Manufacture of stamped envelopes, newspaper wrappers, and letter-sheets (March 2, 1889; vol. 25, pages 841-5, sec. 1) .....	875,000.00	852,351.00
Pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter-sheets, and expenses of agency (March 2, 1889; vol. 25, pages 841-5, sec. 1) .....	16,000.00	16,000.00
Manufacture of postal cards (March 2, 1889; vol. 25, pages 841-5, sec. 1) ..	180,000.00	228,781.00
Pay of agent and assistants to distribute postal cards and expenses of agency (March 2, 1889; vol. 25, pages 841-5, sec. 1) .....	7,800.00	7,800.00
Registered package, tag, official, and dead-letter envelopes (March 2, 1889; vol. 25, pages 841-5, sec. 1) .....	116,000.00	109,745.00



*Estimates of appropriations required for the service of the fiscal year ending June 30, 1891,  
by the Post-Office Department—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, 1890.
<b>POSTAL SERVICE—continued.</b>		
<i>Office of the Third Assistant Postmaster-General—Continued.</i>		
Ship, steam-boat, and way letters (March 2, 1889; vol. 25, pages 841-5, sec. 1).....	\$2,500.00	\$2,500.00
Engraving, printing, and binding drafts and warrants (March 2, 1889; vol. 25, pages 841-5, sec. 1) .....	3,500.00	3,000.00
Miscellaneous items (March 2, 1889; vol. 25, pages 841-5, sec. 1).....	1,000.00	1,000.00
Total .....	1,383,800.00	
<i>Office of Superintendent of Foreign Mails.</i>		
Transportation of foreign mails (March 2, 1889; vol. 25, pages 841-5, sec. 1).....	664,000.00	655,000.00
Balance due foreign countries (March 2, 1889; vol. 25, pages 841-5, sec. 1).....	161,000.00	100,000.00
Total .....	825,000.00	
Total postal service.....	72,434,698.99	*66,005,844.28
<b>POSTAL REVENUE.</b>		
Estimated amount which will be provided by the Department from its own revenue accruing from postages and other sources, viz:		
Ordinary revenues.....	\$84,604,337.34	
Net revenue from money-order business.....	810,000.00	
Total postal revenue.....	65,414,337.34	
<i>Deficiency in postal revenue.</i>		
Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the General Treasury (March 2, 1889; vol. 25; page 845; sec. 2) .....	7,020,361.65	Indefinite.
Total postal service deficiency.....	7,020,361.65	Indefinite.

\* Includes \$5,000 appropriated for expenses of United States delegates to Vienna Postal Congress, 1890, not asked for for fiscal year 1891.



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**REPORT**  
**OF THE**  
**ASSISTANT ATTORNEY-GENERAL**  
**FOR THE**  
**POST-OFFICE DEPARTMENT.**

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**FISCAL YEAR ENDED JUNE 30, 1889.**

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# REPORT

OF THE

## ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE ASSISTANT ATTORNEY-GENERAL,  
*Washington, D. C., November 21, 1889.*

SIR: Under date of September 15, 1888, the Division of Correspondence, which was theretofore under the supervision of the First Assistant Postmaster-General, was transferred to this office, thereby largely increasing its work and responsibility.

To show the extent of the work devolved upon the Correspondence Division, I quote the said order of transfer, as follows:

The work of the Division of Correspondence being largely the construction of postal laws and regulations, and legal in its character, the regulation assigning it to the office of the First Assistant Postmaster-General is hereby amended, and said Division of Correspondence is assigned to the office of the Assistant Attorney-General.

To this division are referred all correspondence from postmasters, asking instructions relative to the discharge of their duties, disputes regarding the delivery of mail so addressed as to render it uncertain who is entitled to claim its delivery, inquiries as to the construction of the postal laws and regulations, and all correspondence of a miscellaneous character.

There were 10,835 letters written in this division during the fiscal year ended June 30, 1889.

Numerous amendments to the postal laws have been suggested by the experience of this office, to which I desire to call your attention, to wit:

### NEEDED AMENDMENTS TO THE LAWS.

Attention is invited to section 5478, Revised Statutes, which is as follows:

Any person who shall forcibly break into, or attempt to break into, any post-office, or any building used in whole or in part as a post-office, with intent to commit therein larceny or other depredation, shall be punishable by a fine of not more than one thousand dollars and by imprisonment at hard labor for not more than five years.

The penalty for breaking into a post-office or building used as a post-office, as above described, should be increased to the maximum punishment prescribed by the laws of the various States for offenses analogous in character.

In the majority of the States burglary is regarded as one of the most heinous of all crimes, and generally punishable by imprisonment for a term extending to twenty years and sometimes for life. As a matter of common observation and practice some of the worst and most desperate burglars in the country have been convicted in the Federal courts,

and received sentence only for the maximum term under the statute above cited, to wit, five years. A punishment so moderate does not seem just to the postal service, nor does it afford sufficient protection to the agents and property of the Post-Office Department. Why the same care and protection should not be extended by the United States to a post-office building as is guarantied to the contents of carpenter shops or store-houses by the statutes of the several States, is difficult to determine. The extreme penalty of five years now fixed by statute does not awe the professional house-breaker, and I am well satisfied that many cases have been tried where a punishment of full five times five years was deserved and would have been imposed had the law permitted.

An amendment to the section above quoted, and also to the act of March 17, 1882, and the amendatory act of March 19, 1888, relating to allowances to postmasters for losses by burglary, seems important by reason of the absence of any definition of the crime of burglary in the existing statutes of the United States.

In some of the States the forcible entry of a house in the day-time is defined to be "burglary." Because of the failure to provide any definition of the crime, the Federal courts (and the Department in the settlement of the claims aforesaid) are obliged to adopt the common-law definition, to wit, the forcible entry of premises in the night-time. In quite a number of cases arising under the criminal and civil acts referred to, the fact of forcible entry can be proved, but the time can not be determined with certainty.

I therefore suggest that section 5478, Revised Statutes, be amended so as to read as follows:

Any person who shall forcibly break into, or attempt to break into, any post-office, or any building used in whole or in part as a post-office, with intent to commit therein larceny or other depredation, shall be deemed guilty of burglary, and on conviction thereof shall be punished by a fine of not more than one thousand dollars, and by punishment at hard labor for not more than twenty years.

Amendments to the acts referred to, of like import, are important.

One other phrase in said acts leads to difficulty in the settlement of losses, as for instance, in determining what constitutes "an unavoidable casualty," which has no certain definition in the law. Highway robbery or larceny, whereby loss to a postmaster is occasioned, and other acts involving such loss, may be considered "unavoidable casualties," but they can only be so held by an exercise of Departmental discretion, which should not be substituted for legal enactment if it can be obtained.

It is suggested that the manifest intent of Congress would be better carried out by striking out the words "unavoidable casualty" and substituting therefor "cause not arising from or contributed to by fault or negligence on the part of such postmaster."

With reference to the loss of funds in transit from a post-office to a designated office of deposit, the acts authorize allowance of credit provided the remittance was made in compliance with the instructions of the Postmaster-General. There are certain instructions embraced in the regulations governing the remittance of postal and money-order funds, which the Department has found it expedient to adopt, as well for its own protection as for that of postmasters who are required to make remittances, but with which compliance is in some instances impossible or extremely difficult. In such cases the disallowance of claims has frequently been based on purely technical reasons, although there was abundant evidence that the remittances were made in good faith, and that losses occurred without fault or negligence on the part of the remitting postmasters.

It would seem that in such cases the Postmaster-General should be permitted to use his discretion, and to allow credit or re-imbursement if satisfied that a failure to comply with instructions did not arise from indifference or willful negligence, and that such failure did not cause or contribute to the loss; and I recommend changes in the law in conformity with these suggestions.

In carrying out the provisions of the said act of May 9, 1888, some embarrassment has been caused by what was doubtless an unintentional discrimination in favor of a certain class of claims, viz. those arising from losses which occurred between March 17, 1882, and May 9, 1888.

The act of March 17, 1882, provided that no claim for losses occurring thereafter should be allowed, unless presented within three months from the date on which the loss accrued. In the act of May 9, 1888, this proviso was stricken out and no period was fixed for the presentation of claims for losses which occurred after March 17, 1882, and prior to May 9, 1888, so that there is now no limit to the time in which such claims may be presented and allowed. A limit is fixed for the presentation of claims for losses which occurred prior to March 17, 1882, and for losses which have occurred since May 9, 1888, or which may hereafter occur; and it would seem proper that some corresponding limit should be fixed for the filing of the class of claims referred to. With that object in view, I suggest the following amendment to the act of May 9, 1888, viz: After the word "provided," insert the following, viz:

That no claim exceeding the sum of two thousand dollars shall be paid or credited until after the facts shall have been ascertained by the Postmaster-General, and by him reported to Congress, together with his recommendation thereon, and an appropriation made therefor: *And provided further*, That this act shall not embrace any claim for losses as aforesaid which occurred more than fifteen years prior to March seventeenth, eighteen hundred and eighty-two, or any claim for losses which occurred prior to the date last mentioned, which was not made within six months after said date, except claims for postal funds, which may be allowed if made within six months from May ninth, eighteen hundred and eighty-eight in cases where the postmaster had, at or about the time of the loss, made report thereof to the Post-Office Department or to a special agent or inspector of the Department, or any claim for losses which occurred subsequent to March seventeenth, eighteen hundred and eighty-two unless such claim was made within six months from the time such loss occurred; and no claim for losses which may hereafter occur shall be allowed unless made within six months from the date of the loss.

Some change in the law concerning the liability of sureties on the bonds of postmasters, and so as to more clearly define their duties and responsibilities when a vacancy in the office of postmaster occurs, should be made. Section 3836, Revised Statutes, provides that their responsibility shall continue until a successor shall be appointed, and that it shall extend to "the safe keeping of the public property of the post-office and the due performance of the duties thereof;" but it is silent as to what authority the sureties may exercise over the office until the vacancy be filled. To enforce the provision cited, the Department regulation provides that upon the death of the postmaster the sureties may take possession of the office, etc., "and may depute one of themselves or another person as acting postmaster," who shall continue to serve in that capacity until the office shall be filled by a regular appointment.

Ordinarily this regulation proves to be sufficient in case of the postmaster's death; but occasionally the Department finds itself seriously embarrassed by the disagreement among the sureties, who meet, discuss the matter, and "agree to disagree," or who divide, one portion suggesting one person and another portion a different person, or, in case of the absence of a part of the sureties when such vacancy occurs, when

those present make a choice, which is afterward disapproved of by the absent sureties. Not only does embarrassment ensue to the Department proper, but the accounts of the vacant postmastership on the records of the Sixth Auditor become entangled in such a way as to retard their final settlement.

The difficulty complained of is not confined to vacancies occasioned by death, but it arises in case of removal, where the conduct of the outgoing postmaster requires the immediate severance of his connection with the office, as well as in instances where the postmaster absconds; and it is more apt to occur when it is known that the politics of the successor will differ from those of the postmaster whose office has just become vacant. I have advised the Auditor in recent cases to recognize the person as acting postmaster who was designated by the sureties representing the largest amount on the postmaster's bond, and in cases where the sureties failed to name any person, to recognize whoever was serving as assistant postmaster prior to the vacancy. This advice, however, was simply the best I could give under the circumstances. It was not a ruling upon the law, but only a proposed common-sense arrangement made necessary by the emergency.

I submit that the section of the Revised Statutes above cited should be so amended as to give the Postmaster-General full power to deal with all such cases in his own way, if the sureties fail to perform their duty, and so as not to disturb their bonded liability. He is often compelled to assume the risk of so acting, but it is by no means certain that he does not also take the risk of releasing the sureties; and it is quite certain that he should not attempt to define the responsibility of sureties in the absence of legal authority to do so.

I would further suggest that the matter of the responsibility of assistant postmasters is one that at this time should be given due consideration by the Department.

This officer is appointed by the postmaster, and in the majority of cases is the most active person connected with the office, and the ostensible business manager thereof. He possesses practically all the authority of the postmaster, and a greater insight into the general business and minutiae of the office. With all the license and power granted such assistant, he is, however, neither by statute or regulation under any obligation or bond to the Department. His responsibility can only be determined by a judicial consideration of each particular case submitted. In my judgment the Department should be secured by ample bond, executed to and approved by it, in all cases before he enters upon the duties of his office.

I see no reason, also, why this rule should not be extended to include money-order and registry clerks in offices where the same are employed under a designated title as such.

Some action is imperatively demanded to relieve the mails from the burden of carrying filthy and obscene newspapers, pamphlets, and publications, and to protect the public morals against their circulation, and it can only come out of additional legislation defining what is indecent, filthy, and obscene. A publication or thing so indecent that it can not possibly be construed as having been invented or printed in the interest of science, or for the benefit of suffering humanity, or as a warning against immoral practices, may be ruled out of the mail, and the sending of it therein may lead to the punishment of the offender; but it is more difficult to get convictions under the statute relating to obscene matter than for the violation of any other of the postal laws. The ruling of the courts is almost uniform on the question of the non-



mailability of such matter, and may be summed up in the language of one decision (and a fair sample of them all), that—

The question is, whether the tendency of the book was such as to create lewd thoughts or corrupt the minds of persons open to such immoral influences into whose hands a publication of this sort may come?

And then follows the answer:

While it is indecent, it is not of the character or the kind of indecency which excites lust, but is rather of the offensive and disgusting sort.

Encouraged by these rulings (which I do not criticise, for the fault is in the law and not in the courts), a number of publishers issue pamphlets and papers "in the interest of science," some of them being regular publications with lists of bona fide subscribers and go as second-class matter; others are in the nature of circulars that go as third-class matter, advertising remedies for loathsome diseases, and filled with warnings of the danger of certain practices, expressed in such a way as to corrupt youth and inexperienced persons. If these were sent to the medical fraternity only, or even to persons of mature years, no evil would result; but they are mailed usually to young persons of both sexes, and often to all the inmates of schools and colleges for the education of girls and young ladies, and much of their contents is of such a revolting character that no parent of decent pretensions would permit the foul publications to go into the hands of his young son or daughter.

Without suggesting herein the precise amendments to section 3893, Revised Statutes, that are necessary to enable the Post-Office Department to protect itself and the public against the spread of this indecent stuff, I prefer to call your attention to it in this general way, and I will hereafter prepare the draft of a bill in accordance with these suggestions, and submit it to your approval.

#### LOSSES RE-IMBURSED.

I have the honor to transmit herewith a statement (Exhibit A) showing the action taken during the fiscal year ended June 30, 1889, on claims of postmasters for credit or re-imbursement of losses, under the acts of Congress approved, respectively, March 17, 1882, and May 9, 1888.

The statement shows that allowances have been made as follows, viz:

<b>For postal funds:</b>	
Lost by fire.....	\$1,346.44
Lost by burglary.....	23,513.01
Lost by miscellaneous casualties.....	32.15
Lost in transit to depositaries.....	499.38
<b>Total.....</b>	<b>25,390.98</b>
<b>For stamps, etc.:</b>	
Lost by fire.....	5,435.37
Lost by burglary.....	10,436.36
Lost by miscellaneous casualties.....	40.97
<b>Total.....</b>	<b>15,912.70</b>
<b>For money-order funds:</b>	
Lost by fire.....	346.25
Lost by burglary.....	1,355.62
Lost in transit to depositaries.....	1,514.00
Lost by miscellaneous casualties.....	1,098.00
<b>Total.....</b>	<b>4,313.87</b>
<b>Grand total.....</b>	<b>45,617.55</b>

In the accompanying exhibit, the amounts claimed are given in cases where specific amounts have been claimed, but in a large number of instances, when loss has resulted from fire, all records have been destroyed, and the claimants have made no attempt to state the amount of loss, leaving it to be estimated by the Department. For this reason no attempt has been made to state the total amount claimed.

Classified according to the cause of loss, the total allowances were as follows, viz :

Losses :	
By fire .....	\$7, 128. 06
By burglary .....	35, 304. 99
By miscellaneous casualties .....	1, 171. 12
In transit to depositaries .....	2, 013. 38
Total .....	45, 617. 55

In each case of disallowance, the reasons therefor are stated in the accompanying exhibit.

#### BUILDINGS UNDER LEASE.

Exhibit B, accompanying this report, shows the places at which leases were held by the Department on buildings occupied by post-offices, the term of each lease, the amount of rental, and other items of information.

This table shows that at the close of the last fiscal year such leases were held at 327 post-offices and 60 postal stations, at an aggregate cost of \$349,535.50. All of these leases except five were held on post-offices of the first and second classes, the five being on offices of the third class. The average cost of rent under said leases at post-offices was \$856.43; that of postal stations \$1,158.

One hundred and twenty-six post offices occupied Government buildings at that date.

Very respectfully,

The POSTMASTER-GENERAL.

JAS. N. TYNER,  
*Assistant Attorney-General.*

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., etc., etc., as reported by the Postmaster-General, from July 1, 1888, to June 30, 1890. (Note of March 17, 1888, and May 9, 1888.)

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Adairville, Ky.	S. C. Given	.....	.....	\$25.00	Fire	June 9 1879	.....	.....	.....	Dismissed*	Sept. 6 1888
Do	A. M. Mosely	\$10.00	\$1.00	.....	Burglary	Mar. 7 1887	.....	.....	.....	Disallowed	Feb. 5 1889
Adamsville, Ohio	J. G. Garrison	37.32	.....	.....	do	Mar. 10 1888	\$37.32	.....	.....	Allowed	Feb. 14 1889
Adelphi, Ohio	R. Patton	63.00	.....	.....	do	Aug. 28 1881	44.00	.....	.....	do	Dec. 4 1888
Advance, Mo.	M. L. Crabtree	.....	35.24	.....	do	Aug. 28 1884	.....	.....	.....	Disallowed	Dec. 26 1888
Akersville, Pa.	J. H. Baker	.....	.....	5.25	do	Nov. 25 1878	.....	.....	.....	Dismissed*	Sept. 6 1888
Alameda, Cal.	C. K. Whetzel	35.76	.....	.....	do	Aug. 4 1885	35.76	.....	.....	Allowed	Jan. 4 1889
Alanthrope, Mo.	G. V. O'Neil	5.20	.....	.....	do	Dec. 22 1887	.....	.....	.....	Disallowed	Dec. 29 1888
Albany, Cal.	D. V. O'Neil	410.00	.....	.....	do	Mar. 21 1887	410.00	.....	.....	Allowed	Oct. 3 1888
Albany, N. Y.	J. D. St. Clair	10.00	.....	.....	Larceny	Apr. 26 1884	.....	.....	.....	do	Nov. 13 1888
Albright, W. Va.	J. A. Zimmerman	.....	3,536.00	.....	Burglary	Dec. 22 1847	.....	.....	.....	Dismissed*	Oct. 22 1888
Alexander, Tex.	F. C. Spicer	57.98	.....	333.64	do	Jan. 20 1875	.....	.....	.....	do	Nov. 13 1888
Alexandria, La.	C. B. Spicer	45.63	.....	.....	do	Nov. 20 1880	.....	.....	.....	Dismissed*	Sept. 6 1888
Alexandria, Mo.	G. C. Monnicastle	34.00	.....	.....	do	Dec. 31 1885	43.00	.....	.....	do	Jan. 17 1889
Allen, Tex.	O. J. Bond	.....	.....	2.00	do	Feb. 21 1883	34.00	.....	.....	do	Jan. 31 1889
Allen, Va.	A. W. Taylor	4.71	.....	7.35	Fire	Mar. 2 1883	.....	.....	.....	Dismissed*	Sept. 6 1888
Alton, Mo.	N. J. Talbot	.....	.....	5.01	Burglary	May 6 1888	4.71	.....	.....	Dismissed*	Sept. 6 1888
Alton, Mich.	L. E. Rhodes	42.96	.....	.....	do	Oct. 28 1884	.....	.....	.....	Dismissed*	Sept. 6 1888
Alton, Tex.	S. R. Frye	.....	.....	.....	do	Dec. 26 1880	4.00	.....	.....	Dismissed*	Sept. 6 1888
Alton, Ark.	Thomas D. Babbitt	8.50	.....	.....	Burglary	May 20 1888	8.50	.....	.....	Dismissed*	Jan. 31 1889
Amelia, N. C.	J. M. Hughes	.....	.....	.....	Fire	Apr. 3 1882	.....	.....	.....	Dismissed*	Sept. 6 1888
Amity, Pa.	J. M. Hughes	15.00	.....	.....	Burglary	Feb. 3 1883	.....	.....	.....	Dismissed*	Sept. 6 1888
Andalusia, Ala.	R. N. Garbner	.....	20.00	.....	In transit	Jan. 16 1889	.....	.....	.....	Dismissed*	Jan. 31 1889
Andrew Chapel, Tenn.	J. H. Lee	.....	.....	.....	Fire	Sept. 15 1886	.....	.....	.....	Dismissed*	Sept. 6 1888
Andrews, Ind.	G. W. Warner	10.00	.....	.....	Burglary	Jan. 9 1884	10.00	.....	.....	do	Feb. 4 1888
Aniwa, Wis.	G. Munroe	5.00	.....	.....	Fire	Feb. 4 1884	5.00	.....	.....	do	Sept. 12 1888
Annapolis, Md.	George Moritz	2,430.00	.....	132.81	Burglary	Apr. 26 1886	.....	.....	132.81	Disallowed	Oct. 22 1888
Anthony, K. I.	R. S. Cochran	30.00	.....	.....	do	Aug. 24 1885	30.00	.....	.....	do	Feb. 14 1889
Apo, Ia.	do	.....	.....	.....	Fire	Jan. 19 1876	.....	.....	.....	Dismissed*	Sept. 6 1888

\* The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.  
 † Loss remitted from negligence of claimant.  
 ‡ Loss not reported at or about the time it occurred.  
 § Previously considered by Auditor for Post-Office Department, under special act of Congress, and disallowed.  
 ¶ Transmitted to Congress with recommendation for allowance.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Postoffice.	Postmaster.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Apex, Fla.	W. R. McLeod	\$42.22			Burglary	May 14, 1883	\$30.00			Allowed	Dec. 26, 1888
Apogee, Mich.	O. A. Mann				Fire	Sept. 5, 1884				Dismissed*	Sept. 6, 1888
Applington, Mich.	J. R. Pierrell				do	Aug. 9, 1871				do*	Do.
Aradale, N. C.	M. L. M. Hampton				do	Mar. 21, 1888			\$9.00	Allowed	Oct. 22, 1888
Argentine, Mich.	L. G. Bishop			\$43.95	Burglary	July 31, 1882			43.95	do	Mar. 9, 1889
Argentine, Ill.	C. Bryson				do	Feb. 6, 1882				Dismissed*	Sept. 6, 1888
Armour, N. C.	R. S. Love				do					do*	Do.
Arreston, Va.	J. H. White	34.63			Fire	Feb. 25, 1882				Dismissed	Feb. 9, 1889
Ashtabula, Pa.	Anna Elbert			8.00	Burglary	Mar. 9, 1882		58	8.00	Allowed	Jan. 4, 1889
Aspenwall, Pa.	G. M. Bowman		10.37		Fire	Sept. 28, 1884				Dismissed*	Sept. 6, 1888
Assumption, Ill.	J. A. Bridge	204.25			Burglary	June 18, 1880	204.25			Allowed	Jan. 9, 1889
Atlanta, Mich.	J. H. Watkins	262.93			do	Dec. 13, 1880	87.33			do	Feb. 9, 1889
Atlantic City, N. J.	J. B. O'Farrell			168.75	Fire	Apr. 10, 1888				do	Oct. 27, 1888
Atlanta, Tex.	T. B. Stiles			2.70	Burglary	July 31, 1888			1,120.89	do	Jan. 31, 1889
Atison, N. J.	W. Wright	49.22			do	Apr. 5, 1883	49.22		2.70	do	Nov. 13, 1888
Attica, Ind.	A. A. Proceck	51.75			do	Apr. 5, 1880	51.75			do	Dec. 26, 1888
Auburn, Tex.	J. W. Wallace	5.00			Fire	Nov. 30, 1881				Dismissed	Dec. 29, 1888
Auburn, Mo.	C. Wenker	6.00		49.92	Burglary	June 13, 1888		6.00		Allowed	Feb. 5, 1889
Au Sable, Mich.	F. McMahon	19.00	\$167.00		Fire	Oct. 5, 1887	10.00	\$167.00		do	Jan. 4, 1889
Do.	do			133.64	do	do			193.60	do	Dec. 4, 1888
Avalon, Mo.	W. Beauchamp	19.92			Burglary	Apr. 9, 1884	19.92			do	Dec. 26, 1888
Avinger, Tex.	L. H. Asinger	48.65			do	Mar. 6, 1888				Dismissed	Feb. 9, 1889
Azusa, Cal.	S. McCurdy		2.05		do	Feb. 10, 1888		2.05		Allowed	Nov. 13, 1888
Baden, Pa.	L. J. Barry			25.11	do	June 19, 1883				do	Feb. 5, 1889
Bainbridge, N. H.	W. H. Stratton	33.51			do	Mar. 4, 1884	33.51			do	Dec. 26, 1888
Bainbridge, Ohio	A. E. Magellan	23.08			do	Apr. 15, 1871	23.08			do	Jan. 11, 1889
Bakersfield, Cal.	E. A. Pusechel	30.00			do	Aug. 15, 1883	30.00			Dismissed	Dec. 12, 1888
Baldwin City, Kan.	L. R. Bodwell	170.90			do	Nov. 27, 1882				do	Sept. 6, 1888
Ball Flat, Ala.	Margaret Davis				Fire	Nov. 24, 1887				Dismissed*	Sept. 6, 1888
Banner, Minn.	W. G. Wood				do	Nov. 13, 1878				do	Dec. 26, 1888
Banta, Cal.	Glen Wood	159.20			do	Apr. 27, 1888				do	Feb. 5, 1889
Bartam, Conn.	Charles F. Flynn	30.80			Burglary	Apr. 30, 1888	15.00			Dismissed	Jan. 11, 1889
Bartonsville, N. Y.	S. Shinn				Fire	Apr. 7, 1882			30.88	do	Dec. 12, 1888
Barnesville, Ohio	J. W. Hingley				Burglary	Feb. 16, 1888				Dismissed*	Oct. 22, 1888
Barry, Md.	Mary W. Hogan	30.80			do	June 18, 1888	30.88			Allowed	Oct. 22, 1888
Bartonsville, N. Y.	Not known	31.17			do	June 6, 1880	31.17			do	Jan. 17, 1889
Barton-on-the-Sound, N. Y.	Geor. Worrell			8.00	do	Apr. 21, 1882				Dismissed*	Sept. 6, 1888
Bassett, Ill.	H. R. Grooms			18.79	Fire	Oct. 20, 1887				do	Oct. 22, 1888
Bascabel, Ga.	C. C. Chandler	21.00			Burglary	May 7, 1888	21.00		17.74	Allowed	Jan. 31, 1889
Bates, Ill.	W. A. Morrison			11.12	do	Aug. 22, 1888			11.12	do	Do.

D. O. Alden	40.00	9.05	62.84	do	Dec. 19, 1883	40.00	62.84	do	Dec. 12, 1888
J. H. Jackson	150.00	150.00	62.84	Fire	May 9, 1883	4.50	62.84	do	Jan. 9, 1889
A. R. Howe	854.51	854.51	15.00	Storm	Mar. 10, 1883			do	Dec. 26, 1888
John R. Brown	5.00	5.00	15.00	Burglary	Apr. 22, 1883			do	Dec. 26, 1888
S. S. McFerran	14.88	14.88	15.00	In transit	Dec. 16, 1878			do	Jan. 1, 1889
J. T. Gambill	28.01	28.01	15.00	Fire	Jan. 4, 1888			do	Jan. 5, 1889
J. C. Kline	60.00	60.00	15.00	Burglary	Feb. 22, 1888			do	Jan. 31, 1889
T. Q. Frost	28.01	28.01	15.00	Fire	Oct. 30, 1885			do	Dec. 26, 1888
James E. Martin	60.00	60.00	15.00	Fire	Sept. 19, 1878			do	Jan. 28, 1889
R. A. Boyce	28.01	28.01	15.00	Burglary	June 9, 1881			do	Sept. 6, 1888
A. P. Leiser	60.00	60.00	15.00	Fire	Dec. 7, 1886			do	Jan. 17, 1889
Bellair Mills, Va.	60.00	60.00	15.00	Burglary	Sept. 19, 1874			do	Jan. 11, 1889
Bellows Falls, Vt.	60.00	60.00	15.00	Fire	Feb. 13, 1888			do	Dec. 4, 1888
William Kinney	110.00	110.00	15.00	Burglary	Nov. 27, 1881			do	Dec. 28, 1888
J. C. Smith	72.59	72.59	15.00	In transit	Feb. 27, 1888			do	Dec. 28, 1888
Caroline Walters	85.18	85.18	15.00	Burglary	Jan. 13, 1873			do	Mar. 1, 1889
G. P. Parker	35.00	35.00	15.00	do	July 1, 1888			do	Sept. 6, 1888
Bentley, Pa.	35.00	35.00	15.00	do	Mar. 9, 1880			do	Jan. 9, 1889
Bentley, N. H.	35.00	35.00	15.00	Fire	Sept. 27, 1883			do	Jan. 11, 1889
Benton Falls, Me.	85.18	85.18	15.00	Burglary	Apr. 19, 1888			do	Nov. 13, 1888
A. J. Hanson	35.00	35.00	15.00	do	Apr. 18, 1885			do	Nov. 13, 1888
R. K. Berkeley	35.00	35.00	15.00	Fire	Oct. 24, 1882			do	Sept. 6, 1888
James Garner	58.97	58.97	15.34	Burglary	July 9, 1888			do	Jan. 8, 1889
John R. Ford	140.22	140.22	15.34	do	Dec. 14, 1881			do	Dec. 26, 1888
Thomus T. Smith	59.36	59.36	15.34	do	Sept. 16, 1887			do	Dec. 4, 1888
M. M. Lockhart	82.00	82.00	15.34	do	Feb. 2, 1883			do	Feb. 14, 1889
W. J. Lee	81.05	81.05	15.34	do	Aug. 1, 1881			do	Dec. 28, 1888
C. N. Bickle	4.83	4.83	15.34	Fire	Apr. 29, 1887			do	Jan. 31, 1889
D. B. Comer	270.00	270.00	15.34	Burglary	Apr. 27, 1884			do	Feb. 14, 1889
A. Murray	20.63	20.63	15.34	Fire	Jan. 22, 1874			do	Sept. 6, 1888
M. J. Watkins	4.83	4.83	15.34	do	Nov. 11, 1884			do	Jan. 17, 1889
John Snoddy	270.00	270.00	15.34	In transit	Jan. 22, 1887			do	Oct. 22, 1888
T. E. Cross	41.65	41.65	15.34	Burglary	Dec. 15, 1876			do	Sept. 6, 1888
C. F. Maule	20.25	20.25	15.34	do	May 10, 1882			do	Dec. 26, 1888
W. S. Reed	67.29	67.29	15.34	Fire	Dec. 10, 1882			do	Feb. 14, 1889
C. G. Birley	20.00	20.00	15.34	do	Oct. 7, 1885			do	Sept. 6, 1888
E. W. Blackinton	60.00	60.00	15.34	Burglary	July 8, 1882			do	June 28, 1889
John Parsons	76.91	76.91	15.34	do	Sept. 6, 1873			do	Jan. 11, 1889
J. D. F. Duncan	68.00	68.00	15.34	do	May 29, 1882			do	Feb. 6, 1889
Mary E. Maher	68.00	68.00	15.34	do	May 10, 1880			do	Dec. 12, 1888
Caradara Clark	68.00	68.00	15.34	Fire	June 12, 1874			do	Feb. 14, 1889
				Burglary	Aug. 25, 1888			do	Dec. 12, 1888

\* The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.  
 † No satisfactory proof of loss.  
 ‡ Money refunded by contractor. In whose custody it was when lost.  
 § No evidence as to amount of loss.  
 ¶ No satisfactory evidence of loss.  
 \* Credit for stamps previously allowed.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Blandville, W. Va.	William Trainor.	.....	.....	\$12.88	Flood.	July 10, 1888	.....	.....	.....	Allowed.	Jan. 31, 1889
Bleedfield, Mich.	J. R. Stearns.	\$9.25	.....	.....	Burglary.	Jan. 8, 1883	.....	.....	.....	Disallowed.	Jan. 11, 1889
Bloomfield, Mo.	G. H. Crosser.	46.02	.....	.....	do.	Mar. 25, 1887	.....	.....	.....	do.	Dec. 12, 1888
Bloomington, Ill.	T. J. Bunn.	.....	.....	498.00	do.	Apr. —, 1888	.....	.....	.....	do.	Nov. 13, 1888
Bloomington, Ind.	J. G. McPheters.	3.73	.....	.....	do.	Apr. 20, 1883	.....	.....	.....	Allowed.	Jan. 24, 1889
Blue Eagle, Mo.	S. N. Jackson.	.....	.....	20.00	Fire.	Mar. 5, 1880	\$3.73	.....	.....	Disallowed.	Sept. 6, 1888
Bluffton, Ohio	M. G. Smith.	95.36	.....	.....	Burglary.	Apr. 30, 1885	35.00	.....	.....	Allowed.	Jan. 31, 1889
Blytheville, Pa.	C. C. Robinson.	.....	.....	.....	do.	Aug. 27, 1884	.....	.....	.....	do.	Jan. 9, 1889
Boaz, Ill.	W. A. Dewey.	5.55	.....	.....	Fire.	Dec. 16, 1882	6.00	.....	.....	Disallowed.	Feb. 5, 1889
Bolling, Tenn.	D. R. Bagwey.	4.32	.....	3.84	In transit.	July 3, 1888	.....	.....	.....	Withdrawn.	Nov. 19, 1888
Bold Branch, S. C.	G. W. Seymour.	13.70	.....	.....	Fire.	Sept. 7, 1880	10.00	.....	.....	Disallowed.	Sept. 6, 1888
Bolton, Kan.	J. V. Slinkard.	24.41	.....	.....	Burglary.	July 24, 1887	23.41	.....	.....	Allowed.	Jan. 17, 1889
Bond's Station, Mo.	W. L. Ridditt.	.....	.....	.....	do.	May 10, 1888	.....	.....	.....	do.	Feb. 5, 1889
Bonville, Tenn.	G. L. Masters.	175.90	.....	.....	Burglary.	Nov. 8, 1882	.....	.....	.....	Disallowed.	Sept. 6, 1888
Borkeville, Ind.	P. W. Speker.	22.00	.....	.....	do.	Sept. 5, 1880	22.00	.....	.....	Disallowed.	Sept. 9, 1889
Bowman, Ga.	A. R. Elliott.	54.38	.....	.....	do.	Mar. 17, 1887	54.38	.....	.....	Allowed.	Jan. 11, 1889
Boynton, Va.	A. R. Jones.	84.51	.....	.....	In transit.	Apr. 7, 1881	84.51	.....	.....	do.	Jan. 17, 1889
Branch Hill, Ohio.	A. W. Power.	.....	.....	46.30	Burglary.	May 5, 1879	.....	.....	.....	Disallowed.	Sept. 6, 1888
Branchville, Pa.	H. Whitney.	.....	.....	.....	Fire.	Oct. 17, 1882	.....	.....	.....	Allowed.	Dec. 28, 1888
Brandon, Miss.	A. J. Francis.	63.72	\$90.00	.....	In transit.	June 24, 1885	63.72	.....	17.19	Disallowed.	June 6, 1889
Brecksville, Ohio.	J. H. Coates.	16.40	.....	.....	Burglary.	Nov. 7, 1885	14.50	.....	.....	Allowed.	Dec. 4, 1889
Breslau, Tex.	J. H. Weller.	.....	.....	57.18	Fire.	Aug. 7, 1888	.....	.....	.....	do.	Jan. 6, 1889
Bridgeton, Mich.	W. H. P. Benjamin.	.....	.....	8.00	Burglary.	.....	.....	.....	.....	Disallowed.	Sept. 6, 1888
Bridgeton, Ind.	Daniel Dune.	.....	.....	.....	do.	.....	.....	.....	.....	do.	Sept. 6, 1888
Bridgeton, Del.	George W. Willin.	.....	.....	14.66	do.	June 12, 1888	.....	.....	14.66	Disallowed.	Sept. 6, 1888
Bridgeton, N. J.	D. A. Whitney.	.....	.....	.....	do.	June 4, 1879	.....	.....	.....	Disallowed.	Sept. 6, 1888
Bellville, N. J.	M. Thompson.	.....	.....	.....	In transit.	Apr. 17, 1888	.....	.....	.....	Disallowed.	Sept. 6, 1888
Bellton, Wis.	K. B. Sutton.	40.00	.....	.....	Fire.	Dec. 4, 1874	.....	.....	.....	Disallowed.	Sept. 6, 1888
Broken Kettle, Iowa.	C. E. Taylor.	22.00	.....	.....	Burglary.	Feb. 11, 1887	22.00	.....	.....	Allowed.	Dec. 12, 1888
Brownson, Fla.	H. Blackman.	.....	.....	.....	do.	.....	.....	.....	.....	Disallowed.	Sept. 6, 1888
Brookhaven, Miss.	S. S. Decker.	.....	.....	.....	Fire.	Jan. 26, 1874	.....	.....	.....	do.	Do.
Brookville, Wis.	J. F. Franklin.	.....	.....	.....	do.	May —, 1883	.....	.....	.....	do.	Do.
Brownborough, Tex.	J. A. Bugh.	.....	.....	.....	do.	.....	.....	.....	.....	do.	Do.
Brownsville, Ind.	Daniel Bond.	61.80	.....	.....	Burglary.	Sept. 27, 1887	61.80	.....	.....	Allowed.	Oct. 27, 1888
Brownville, Tenn.	John T. Villa.	.....	.....	.....	do.	Feb. 2, 1875	.....	.....	.....	Disallowed.	Sept. 6, 1888
Brum, Pa.	John F. Agnew.	75.00	.....	57.00	do.	Nov. 15, 1870	75.00	.....	.....	Allowed.	Feb. 14, 1889
Brunson Valley, Idaho.	B. F. Haxnew.	.....	.....	.....	Indiana.	.....	.....	.....	.....	Disallowed.	Sept. 6, 1888
Bryan, Tex.	A. P. McConico.	183.96	.....	.....	Fire.	Sept. 27, 1881	130.16	.....	.....	Allowed.	Feb. 14, 1889
Burham, Cal.	J. Brown.	.....	24.00	.....	do.	Dec. 2, 1875	.....	.....	.....	Disallowed.	Sept. 6, 1888

Brock, W. Va.	J. Grimmett	13.00	do	Mar. 10, 1888	14.45	Allowed	Oct. 22, 1888
Bucklin, Ark	W. P. Beaucamp	70.00	Burglary	Sept. 4, 1882	Dis-misced*	Dis-misced*	Sept. 4, 1888
Bucklin, Mo.	Van B. Bowers	2.00	Fire	Oct. 29, 1874	Dis-misced*	Dis-misced*	Jan. 28, 1889
Bucksnort, Tenn	J. V. Jones	8.00	do	Aug. 6, 1878	Allowed	Allowed	Jan. 31, 1889
Buena, Ohio	P. C. Handwerck	225.00	do	Apr. 27, 1878	Dis-misced*	Dis-misced*	Sept. 6, 1888
Buena Vista, Colo	C. B. Wilson	11.00	In transit.	Dec. 20, 1880	Allowed	Allowed	Sept. 8, 1888
Buford's Bridge, S. C.	J. Dickson	127.50	Fire	Oct. 7, 1878	do	do	Jan. 28, 1889
Bull's Gap, Tenn	George S. Mooney	15.00	do	Sept. 27, 1883	do	do	Dec. 28, 1888
Bunker Hill, Nebr	H. S. Higley	7.00	Burglary	June 1, 1879	Dis-misced*	Dis-misced*	Sept. 6, 1888
Burgoon, Ohio	R. S. Glass	19.69	Fire	Aug. 14, 1876	Dis-misced*	Dis-misced*	Do.
Burkeville, Tex.	T. J. Windham	30.07	Burglary	Feb. 5, 1882	Dis-misced*	Dis-misced*	Jan. 17, 1889
Burkeville, Ill.	A. Langelord, sr.	4.57	do	June 8, 1884	Dis-misced*	Dis-misced*	Jan. 9, 1889
Burnside, Ky	George P. Taylor	80.00	do	July 15, 1887	Allowed	Allowed	Feb. 14, 1889
Burton, Kans	G. M. Shine	28.60	Fire	Mar. 18, 1887	do	do	Feb. 5, 1889
Burton View, Ill	F. W. Overmiller	192.77	Burglary	Feb. 14, 1885	do	do	Dec. 28, 1888
Bushnell, Ill	E. K. Westfall	106.00	do	Aug. 17, 1881	do	do	Feb. 14, 1889
Butler, Mo.	N. A. Wade	583.99	do	Apr. 11, 1888	533.99	Dis-misced*	Dec. 4, 1888
Caldwell, Kans	O. Beeson	10.45	do	Sept. 7, 1886	24.30	Dis-misced*	Jan. 17, 1889
Caldwell, N. J	John M. Mead	24.30	do	Mar. 30, 1888	71.25	do	Dec. 28, 1888
Caladonia, Mo.	E. S. Southall	71.25	do	Mar. 10, 1884	11.65	Dis-misced*	Dec. 28, 1888
Caera, Ala	W. M. Dial	103.46	In transit.	July 4, 1888	do	do	Dec. 12, 1888
Calicoon Depot, N. Y	C. F. Starck	67.66	Fire	Feb. 28, 1887	68.60	Allowed	Jan. 4, 1889
Cambridge, Md.	W. T. Johnson	70.80	Burglary	Feb. 28, 1887	do	Dis-misced*	Nov. 13, 1888
Cameron, Mo.	Thomas W. Doak	115.92	do	Aug. 22, 1882	do	do	Nov. 13, 1888
Do.	do	6.00	do	May 17, 1882	do	do	Jan. 17, 1889
Campbell, N. Y	Thomas A. Sawyer	15.02	Fire	Aug. 7, 1887	15.02	Allowed	Nov. 13, 1888
Camp, Minn	H. M. Hagerate	14.25	do	July 26, 1887	13.50	do	Dec. 28, 1888
Camptownville, Cal	W. T. Baldwin	50.00	Burglary	Nov. 19, 1883	50.00	do	Dec. 28, 1888
Canon, Minn	James Manuel	44.61	Fire	Jan. 28, 1883	44.61	do	Jan. 28, 1889
Canon, Ia	Augustus Owen	56.00	In transit.	Mar. 10, 1883	56.00	do	Mar. 2, 1889
Canon, Tex	F. M. Chancellor	67.06	Fire	Oct. 29, 1887	67.06	do	Oct. 22, 1888
Carlisle, Iowa	B. L. Jones	12.94	Burglary	Apr. 20, 1888	12.94	do	Jan. 8, 1889
Carman, Ill	J. S. Webster	66.90	Fire	Dec. 4, 1878	do	Dis-misced*	Sept. 6, 1888
Cashier's Valley, N. C.	M. L. Crane	66.90	Burglary	Mar. 4, 1878	do	do	Sept. 6, 1888
Cason, Ind	Casher's Valley, N. C.	68.90	Fire	May 24, 1884	68.20	Allowed	Feb. 6, 1889
Casa City, Mich	H. M. Poynter	68.90	Burglary	Dec. 11, 1884	19.28	do	Oct. 22, 1888
Casscoe, Ark	Moses Katz	84.89	Fire	Feb. 23, 1883	6.84	Dis-misced*	Sept. 6, 1888
Cassville, Ind	James L. Odell	84.89	do	Nov. 2, 1887	70.71	Dis-misced*	Sept. 6, 1888
Castalia, Ohio	Robert Barrcl	17.00	Burglary	Feb. 17, 1879	17.00	Allowed	Feb. 14, 1889
Castine, Mo.	Charles Rogers	22.23	Fire	Mar. 28, 1886	22.23	do	Feb. 9, 1889
Castle Creek, Idaho	M. H. Presley	49.77	Fire	Apr. 30, 1878	do	do	Mar. 9, 1889
Castle Rock, Minn	M. Meeker	49.77	do	Nov. 24, 1888	Dis-misced*	Dis-misced*	Sept. 6, 1888
Cato, Kans	John Evans	49.77	do	Nov. 24, 1888	Dis-misced*	Dis-misced*	Dec. 28, 1888

\*The cases reported as "dis-misced September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dis-misced from further consideration.  
 1 Loss not reported at or about the time it occurred.  
 2 Profits do not show conclusively that the loss resulted from burglary.  
 3 Money recovered.  
 4 No satisfactory proof of loss.  
 5 No satisfactory proof of remittance, and failure to comply with instructions.  
 6 Loss of a registered letter said to have contained \$15.  
 7 Remittance was not made in compliance with instructions.  
 8 Loss resulted from negligence of claimant.  
 9 Not presented within the time required by statute.  
 10 Date and cause of loss not known.  
 11 Loss not satisfactorily proved.

# REPORT OF THE POSTMASTER-GENERAL.

Post-offices, Postmasters,	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
	Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Cedar Bayou, Tex.			\$12.50	Fire	Sept. 30, 1884			\$12.50	Allowed	Mar. 14 1889
Cedar Falls, Mich.			2.00	Burglary	Jan. 16, 1875				Dismissed	Sept. 6, 1888
Cedar Mills, Tex.			75.00	Fire	Jan. 8, 1888			75.00	Allowed	Jan. 8, 1889
Cedar Point, Va.				do	Apr. 26, 1883				Dismissed	Sept. 6, 1888
Cedar Run, Mich.				do	Apr. 26, 1883				do	Sept. 6, 1888
Cedro, Ala.			\$98.00	In transit	Apr. 13, 1888				do	Feb. 5, 1889
Centerville, N. H.	\$19.53			Burglary	Apr. 1, 1886				Dismissed	Sept. 6, 1888
Centre Harbor, N. H.				Fire	May 20, 1888				do	Feb. 9, 1889
Centerville, Pa.			3.00	Burglary	Sept. 3, 1881	\$248.67		9.79	Allowed	Dec. 20, 1888
Chadlands, Ohio			15.00	do	Dec. 26, 1884				do	Dec. 20, 1888
Champaign, Ill.	248.67			do	Apr. 3, 1884	188.87			do	Dec. 20, 1888
Charleston, Ohio	133.38			In transit	Jan. 18, 1885	2.31			do	Dec. 28, 1888
Charleston, Ia.	118.87			Fire	Sept. 16, 1884	29.75			Dismissed	Sept. 6, 1888
Charity, Mo.	2.31			do	Nov. 8, 1874				do	Sept. 6, 1888
Charles City, Iowa	29.75			Burglary	Dec. 28, 1887	25.00			do	Dec. 20, 1888
Charleston, Tex.			13.44	do	Jan. 29, 1883	3.00			do	Dec. 28, 1888
Charlestown, W. Va.	25.00			Fire	Apr. 14, 1878				Dismissed	Sept. 6, 1888
Chase, Ohio	3.00			Burglary	Sept. 16, 1883				Allowed	Oct. 27, 1888
Chase, Tex.			6.98	do	Aug. 15, 1885				do	Dec. 26, 1888
Chatham, Pa.	18.00			do	Apr. 15, 1886				Dismissed	Sept. 6, 1888
Cheney, Neb.	5.10			do	Jan. 29, 1883	18.00			do	Feb. 5, 1889
Cherry Valley, Ill.	75.00			do	Apr. 15, 1886	5.10			do	Jan. 17, 1889
Cheresh, Ind.				Fire	Jan. 29, 1883				Dismissed	Sept. 6, 1888
Chesapeake, Ohio				do	Apr. 15, 1886				do	Jan. 25, 1888
Christianburg, Va.	33.88			In transit	Jan. 29, 1883				Dismissed	Sept. 6, 1888
Chenestown, Ohio			48.28	Burglary	Feb. 28, 1884			48.28	Allowed	Nov. 13, 1888
Chenestown, Minn.	5.00			do	Dec. 4, 1887	33.88			Dismissed	Mar. 1, 1889
Chenestown, N. H.	81.00			Larceny	Jan. 10, 1882				Allowed	Mar. 1, 1889
Chesapeake, Ohio	29.00			Burglary	Dec. 22, 1873			\$25.00	Dismissed	Sept. 6, 1888
Chesapeake, Ohio	81.00			do	May 27, 1881	54.33			do	Feb. 14, 1889
Chesapeake, Ohio			49.03	do	Aug. 9, 1883	113.70			do	Dec. 26, 1888
Chesapeake, Ohio				do	Apr. 23, 1887				do	Jan. 2, 1889
Chesapeake, Ohio				do	May 29, 1887	15.00			do	Jan. 2, 1889
Chesapeake, Ohio				do	Dec. 31, 1879				Dismissed	Feb. 6, 1888
Chesapeake, Ohio			29.45	do	Apr. 8, 1888			29.45	Allowed	Jan. 8, 1889
Chesapeake, Ohio			59.26	Burglary	Mar. 31, 1880	19.00			do	Jan. 17, 1889
Chesapeake, Ohio				do	Jan. 2, 1888				do	Jan. 17, 1889
Chesapeake, Ohio			18.00	In transit	Sept. 2, 1882	20.00			Dismissed	July 25, 1888
Chesapeake, Ohio				Burglary	Nov. 30, 1886	17.65			Allowed	Dec. 9, 1888
Chesapeake, Ohio			60.00	Fire	Nov. 30, 1884			60.00	do	Dec. 24, 1888
Chesapeake, Ohio				Burglary	Feb. 7, 1877	80.70			do	Jan. 11, 1889



Coal Valley, Pa.	Thomas Cels	33.00	150.00	do	do	Aug. 12, 1887	33.00	Dismissed*	Dec. 20, 1888
Coal Valley, W. Va.	J. W. Montgomery			do	do	July 31, 1888		do	Sept. 6, 1888
Cochran, Ind.	Rilla Cain		9.00	Fire	do	Jan. 14, 1887		Allowed	Aug. 31, 1888
Cockalan, Tex.	James W. Logan			Burglary	do	Apr. 30, 1880	292.31	11.72	Dec. 28, 1888
Columbia, Pa.	H. Muller	548.64		do	do	do	346.23		Dec. 20, 1888
do	do			do	do	do	82.43		Jan. 17, 1889
Columbia City, Ind.	Ell W. Brown	82.48		do	do	Feb. 26, 1888	6.10		Feb. 9, 1889
Columbus, Ind.	G. E. Finney	6.10		do	do	Oct. 18, 1887	34.07		Dec. 4, 1888
Concord, Mass.	William Buttrick	110.00	34.07	do	do	July 12, 1888	110.00		Mar. 2, 1889
Concordia, Mo.	A. Athoff	54.40		do	do	Nov. 19, 1882	20.00		Jan. 11, 1889
Conroy, Colo.	G. M. Triplett			do	do	Feb. —, 1881		Dismissed*	Sept. 6, 1888
Conroyville, Ind.	John M. Higgs	147.20	280.00	do	do	Jan. 7, 1886	147.20	Allowed	Dec. 12, 1888
Cora, Kans.	Charles M. Loom			do	do	Mar. 2, 1880		Dismissed	June 28, 1888
Corsecaua, Tex.	R. J. Shelton	38.00	7.00	do	do	do		do	Sept. 6, 1888
Cottonwood, Mo.	J. M. Goodin		40.00	Fire	do	Aug. 1, 1882		Allowed	Jan. 17, 1889
Courtland, Ala.	E. J. Shumona	81.00		Burglary	do	June 8, 1885		Disallowed	Mar. 14, 1889
Cove Station, Pa.	S. W. M. Peters			Fire	do	Dec. 27, 1887	34.00	Allowed	Do
Cowditz, Wash.	A. P. Henriot	24.00	18.00	do	do	May 30, 1877		Dismissed*	Mar. 2, 1889
Crandall, Ohio	N. Yungbluth			do	do	Apr. 30, 1887		Allowed	Sept. 6, 1888
Crobbard, Dak.	M. E. Wentworth			Fire	do	July 9, 1887	9.07	do	Jan. 11, 1889
Crescent, Iowa	N. Swanson	9.07		Burglary	do	Jan. 17, 1884		Dismissed*	Sept. 6, 1888
Creswell, N. C.	W. Atkinson			do	do	May 16, 1877	15.00	Allowed	Jan. 4, 1889
Croto, Neb.	J. W. Craig	24.72		Fire	do	Nov. 12, 1885	4.50	do	Jan. 17, 1889
Crownwell, Ky.	A. K. Leach	4.50		Burglary	do	Nov. 4, 1885	22.29	do	Dec. 28, 1888
Cuba, Ohio	Charles B. Keenins	22.29		do	do	Sept. 16, 1887	22.43	Dismissed*	Do
Cuddey's Cove, Cal.	J. T. Kimball	27.43		do	do	Feb. 6, 1888		Dismissed	Sept. 6, 1888
Culpeper, Va.	George R. Robertson			Fire	do	Dec. 19, 1887	159.45	Allowed	Oct. 27, 1888
Dakota, Ark.	J. T. Lay	159.45	55.00	Burglary	do	Oct. 17, 1874		Dismissed	Sept. 6, 1888
do	J. W. Cunningham		30.00	do	do	May 7, 1888		do	Sept. 25, 1888
Dallas City, Ill.	B. Mendenhall	5.00		In transit	do	May 9, 1888		do	July 25, 1888
Dallas City, Pa.	Mrs. H. E. Lisle			do	do	Mar. 7, 1877	5.00	Allowed	Jan. 9, 1889
Darlington, Md.	H. C. Whiteford	20.00	0.60	Fire	do	May 29, 1888	20.00	do	Jan. 8, 1889
David City, Neb.	F. E. Wilson	129.37		Burglary	do	Nov. 29, 1883	129.37	do	Jan. 31, 1889
Darcborough, Ga.	R. W. Harlick			do	do	Feb. 9, 1887		Dismissed	Dec. 12, 1888
Dawson, Mo.	D. Morgan	107.00		do	do	Dec. 31, 1888		do	Sept. 6, 1888
Dawson's Cross Roads, N. C.	Mrs. L. A. Harris	5.00		In transit	do	May 31, 1882	5.00	Allowed	May 14, 1889
Deanville, N. Y.	A. D. Van Vechten	70.00	89.03	do	do	Sept. 17, 1887	50.00	do	Mar. 9, 1889
Deatur, Ohio	H. N. Wallace		94.03	do	do	May 5, 1888		do	Jan. 22, 1889
Deep Creek, Va.	J. M. Johnson	25.00	25.00	Fire	do	Sept. 9, 1883	25.00	do	Oct. 27, 1888
Do	do			do	do	Mar. 4, 1888		do	Dec. 4, 1888
Delaware, Ky.	J. E. Carfene		88.40	do	do	Oct. 26, 1879		Dismissed*	Jan. 17, 1889
Delort, Iowa	E. T. Peghley	26.00	40.00	do	do	Jan. 31, 1888		Allowed	Sept. 6, 1888
do	do		50.00	Burglary	do	Sept. 8, 1882	24.99	do	Jan. 17, 1889

\*The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

\*Additional allowance to correct error.

\*Loss resulted from negligence of claimant.

\*Claims for stamps previously adjusted.

\*Money refunded by contractor.

\*Money recovered.

\*No proof of loss.

\*Loss not reported at or about the time it occurred.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Delphos, Ohio.....	J. H. Cowdin <sup>1</sup>	\$8.31			Burglary.....	Feb. 1, 1883				Disallowed	Jan. 17, 1889
De Peru, Wis.....	E. Van de Gucht <sup>1</sup>			\$48.07	do.....	Apr. 25, 1888			\$53.57	Allowed	Jan. 4, 1889
Derby, Conn.....	R. C. Nason <sup>2</sup>	50.00			do.....	July 3, 1873	\$20.00			do	Dec. 28, 1888
Devry Depot, N. H.....	J. F. Coburn			91.27	do.....	June 16, 1888			91.27	do	Jan. 6, 1889
Dewey, Ill.....	John G. Campbell	4.00			do.....	Mar. 20, 1888	4.00			do	Feb. 6, 1889
De Witt, Iowa.....	S. B. Shoemaker			2.00	Fire.....					Disallowed*	Sept. 6, 1888
De Witt, Kans.....	J. O. Brumhall				Burglary.....					do	Sept. 28, 1888
Dexter, Kans.....	W. E. Merveth	5.50			do.....	Dec. 10, 1887	5.50			Allowed	Dec. 28, 1888
Dierdorf, Ill.....	Nelson Field			6.76	do.....	May 2, 1888			6.76	do	Nov. 18, 1888
Dodge City, Kans.....	N. B. Klaine	151.06			do.....	May 30, 1885	123.06			do	Dec. 20, 1888
Donalson, Ga.....	John L. Keen	17.93			do.....	May 21, 1888	17.93			do	Jan. 20, 1889
Doniphan, Mo.....	W. H. Gideon	68.00			Fire.....	Nov. 26, 1887	68.00			do	Dec. 20, 1888
Douglas, Kans.....	L. Shamleffer	4.50			Burglary.....	May 5, 1888	4.50			do	Oct. 22, 1888
Douglas Centre, Wis.....	J. W. Blume			7.00	Fire.....				4.91	Disallowed*	Sept. 20, 1888
Dover, Ark.....	H. K. Hoff	25.00			Burglary.....	May 20, 1883	10.00			Allowed	Jan. 17, 1889
Dover, Iowa.....	R. E. Train			18.51	Fire.....	Jan. 2, 1883				Disallowed*	Sept. 6, 1888
Dayton, Ohio.....	C. D. Gardner	128.06			do.....	Nov. 21, 1885	98.96			Allowed	Dec. 1, 1888
Dayton Spring, Mo.....	J. H. Stover			4.95	Burglary.....	May 24, 1888			4.95	do	Jan. 17, 1889
De Jolly, Pa.....	J. P. Truog	49.61	\$142.50	6.27	Fire.....	June 18, 1888	49.61	\$142.50	6.27	do	Mar. 9, 1889
Dickinson, Tenn.....	William Parks	30.00			Burglary.....	Mar. 24, 1889	30.00			do	Mar. 14, 1889
Dalton, Ky.....	W. H. Jones <sup>2</sup>			6.91	do.....	July 17, 1882				Disallowed	Sept. 13, 1888
Dunkirk, Ohio.....	J. R. Hollerman				do.....					do	Sept. 6, 1888
Duxbury, Tex.....	E. W. Giles			2.75	Storm.....					do	Dec. 28, 1888
Eaton, Tenn.....	Charles Givins	65.00			Fire.....	Dec. 30, 1884	11.00			Allowed	Mar. 14, 1889
East Dummarion, Vt.....	Jimena Knapp <sup>3</sup>	4.04			Burglary.....	Aug. 20, 1888	4.04		4.20	do	Dec. 28, 1888
East Gilead, Mich.....	Charles Carroll	16.29			do.....	May 17, 1883	8.00			do	Jan. 9, 1889
do.....	do	8.75			Fire.....	Jan. 2, 1883				Disallowed	Sept. 6, 1888
East Hamlin, N. Y.....	T. Clint			32.50	do.....	Mar. 1877	27.78			Allowed	Dec. 4, 1888
Easton, Ohio.....	John V. Hartell	40.93			Burglary.....	Sept. 23, 1887	10.00			do	Feb. 5, 1889
East Orange, Iowa.....	D. Givesteen	10.00			do.....	Oct. 3, 1878				Disallowed*	Sept. 6, 1888
Eastover, S. C.....	P. B. Joyner			30.00	do.....	July 29, 1878				do	Do
East Portland, Oregon.....	H. S. Williams			\$8.82	do.....	July 19, 1888			88.82	Allowed	Mar. 14, 1889
East Walpole, Mass.....	John F. Fries <sup>4</sup>	27.85			Larceny.....	Oct. 12, 1883				Disallowed	Mar. 1, 1889
Edgefield, C. L., S. C.....	W. H. Holland <sup>1</sup>	32.00			Burglary.....	Feb. 24, 1873	224.23			Allowed	Dec. 12, 1888
Edgerton, Mich.....	L. E. Tillman	324.23			Fire.....	July 16, 1883				Disallowed*	Sept. 6, 1888
Edgerton, Ohio.....	George Tompsett			3.15	Burglary.....	June 28, 1888			3.15	Allowed	Jan. 8, 1889
Edwards, Mass.....	W. H. Chilcote				do.....	Mar. 17, 1888	43.45			do	Feb. 5, 1889
Edinburgh, Kans.....	John M. Simmons	40.00			In transit.....	Dec. 14, 1888				Disallowed	May 14, 1889
Edred, Dak.....	J. A. Cohoon <sup>1</sup>	17.00			Fire.....	Feb. 16, 1883				do	Sept. 6, 1888
	James M. Watson										

Place, State	Name	Amount	Event	Date	Disposal	Do.
Elgin, Ark.	J. O. Taylor	66.07	Burglary	Jan. 13, 1880	Disallowed	Feb. 9, 1889
Elmer, Iowa	D. G. Griffiths	51.00	In transit	June 1, 1880	Withdrawn	June 27, 1889
Elk City, Kans.	F. W. Dugerty	45.00	do	May 13, 1880	do	Do.
Do.	do	30.00	do	May 13, 1880	do	Do.
Ellwood, Kans.	William Minor	70.54	Burglary	Oct. 13, 1887	Allowed	Dec. 4, 1888
Elliot's Mills, Miss.	W. V. Elliott	128.00	Fire	Jan. 14, 1887	Disallowed	Sept. 6, 1888
Ellsworth, Wis.	E. L. Davis	130.00	Burglary	Aug. 24, 1883	Allowed	Dec. 20, 1888
Elm, Pa.	George W. Campbell	13.00	Fire	May 22, 1884	do	Feb. 9, 1889
Elm Fort, Tex.	William A. Miller	8.13	Burglary	Jan. 20, 1888	do	Jan. 4, 1889
Elmwood, Mass.	Wm. Churchill	38.00	do	May 23, 1876	do	Feb. 9, 1889
Elmwood, Mich.	W. W. Hargrave	7.00	Fire	Jan. 20, 1884	do	Jan. 31, 1889
Emucklaw, Ala.	Edw. Lambeth	7.26	do	Apr. 18, 1888	do	Do.
Englehart, Ky.	G. V. Jones	42.17	Burglary	Sept. 20, 1887	do	Jan. 28, 1889
Enterprise, Kans.	H. Hessler	20.86	do	Feb. 3, 1888	Disallowed	Feb. 9, 1889
Erle Mills, N. C.	T. C. Ingram	20.00	Burglary	Oct. 7, 1886	Allowed	Sept. 6, 1888
Lakridge, Kans.	J. H. Shumate	80.00	do	June 14, 1883	do	Dec. 28, 1888
Essex, Conn.	C. S. Manger	0.00	Fire	July 2, 1888	Disallowed	Sept. 6, 1888
Eureka, N. C.	J. M. Brannock	54.15	Burglary	Jan. 24, 1883	Allowed	Jan. 8, 1889
Evansport, Ohio	F. Spelser	206.00	Fire	Dec. 27, 1886	Disallowed	Sept. 6, 1888
Exeter, Mo.	W. M. Hummels	21.94	do	Sept. 28, 1883	Allowed	Jan. 4, 1889
Eyota, Minn.	C. R. Blair	37.00	do	May 1, 1884	do	Dec. 4, 1888
Fairfield, Kans.	M. R. McNemar	154.40	do	Apr. 18, 1871	Disallowed	Mar. 14, 1889
Fairfield, Mo.	W. H. Shaw	10.00	do	Oct. 28, 1887	Allowed	July 25, 1888
Fairfield, Ind.	William Jenkins	272.00	Fire	Oct. 9, 1867	Disallowed	Sept. 6, 1888
Farmont, Nebr.	S. Sawyer	20.00	Burglary	Sept. 23, 1880	Allowed	Jan. 8, 1889
Farmview, Ky.	L. H. Shaw	8.07	do	Mar. 2, 1883	do	Dec. 28, 1888
Falls City, Wis.	L. L. Everts	12.00	do	Nov. 30, 1881	do	Jan. 31, 1889
Farmington, Minn.	L. P. Flake	137.00	do	Mar. 2, 1883	do	Dec. 20, 1888
Fate, Tex.	N. B. Jonett	17.05	In transit	May 2, 1883	do	Feb. 9, 1889
Fayette, Mich.	Andrew Reid	114.35	Burglary	Dec. 21, 1887	Disallowed	Aug. 5, 1888
Felcity, Ohio	Olive F. Molen	86.86	Fire	Feb. 14, 1874	Disallowed	Mar. 14, 1889
Fellowsville, W. Va.	J. W. Shawhan	81	Burglary	Oct. 6, 1889	Allowed	Sept. 6, 1888
Fenton, Mo.	William Longworth	20.81	do	Jan. 21, 1887	do	Dec. 12, 1888
Fernandina, Fla.	S. T. Riddell	301.88	Burglary	Feb. 10, 1883	do	Dec. 20, 1888
Finchford, Iowa	Levi Mills	56.12	do	Dec. 30, 1887	do	Feb. 9, 1889
Finleyville, Pa.	John L. Lauk	81	do	July 11, 1888	do	Dec. 4, 1888
Fishkill-on-the-Hudson, N. Y.	Jennie A. Harris, act'g	96.98	do	July 20, 1888	do	Mar. 2, 1889
Fleming, N. Y.	G. B. Weycock	29.81	do	Sept. 23, 1873	do	Jan. 14, 1889
Fleming, N. Y.	Paul E. Buren	96.98	do	June 9, 1888	do	Jan. 8, 1889
Flint Island, Ky.	William Townsend	20.81	Fire	Sept. 23, 1873	do	Jan. 8, 1889
Flomaton, Ala.	William Townsend	20.81	Fire	Sept. 23, 1873	do	Jan. 8, 1889

\* The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.  
 † Loss resulted from negligence of claimant.  
 ‡ Claimant fled no proof of loss, and abandoned the claim.  
 § Postmaster murdered by burglars; claim made by legal representatives.  
 ¶ No satisfactory proof of loss.  
 \*\* Claim for postal funds disallowed; no proof of loss.  
 †† Claimant was re-imburshed by relatives of the thief.  
 ‡‡ Money recovered.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Flora, Pa.	S. M. Fuller			\$23.38	Fire	Oct. 31, 1887			\$23.38	Allowed	Jan. 31, 1889
Florville, Tex.	W. C. A. Beckley	\$45.48			Burglary	Feb. 12, 1886	\$45.48			do	Dec. 20, 1888
Flory's Fork, Ky.	George W. Beckley			22.12	Fire	June 16, 1886			22.12	do	Mar. 14, 1889
Forest Grove, Oregon	John R. Giffin	64.00			Burglary	Feb. 5, 1888				Disallowed	Jan. 8, 1889
Forestville, Iowa	William Wall	6.98		8.41	do	July 3, 1887			8.41	Allowed	Oct. 22, 1888
Fort, Ala.	A. D. Glott	12.36			Fire	Oct. 11, 1887	6.98			do	Dec. 20, 1888
Fort Mitchell, Va.	Virginia F. Fore	88.23			Burglary	May 27, 1887	13.36			do	Dec. 4, 1888
Fort Reed, Fla.	George H. Holland			108.00	Fire	May 28, 1886	34.00			do	Dec. 4, 1888
Foster City, Ark.	M. Turner				do	July 22, 1886	14.00			Disallowed*	Sept. 6, 1888
Frankfort, N. Y.	N. J. Piper	13.00			do	Sept. 6, 1873	13.00			Allowed	Sept. 6, 1888
Franklin, Tenn.	Thomas E. Haynes			5.80	Fire	June 30, 1888			5.80	do	Mar. 14, 1889
Franklin, Va.	F. Holland			26.30	Fire	Feb. 26, 1881				Disallowed*	Sept. 6, 1888
Frankstown, Pa.	John T. Akers	21.56			Burglary	June 22, 1882	24.56			Allowed	Mar. 9, 1889
Franksville, Ohio	I. W. Ewing		\$20.00		In transit	Feb. 27, 1888				Disallowed	Mar. 1, 1889
Freeland, Mich.	William Rooser	85.00			Burglary	Mar. 27, 1882				Disallowed	Jan. 9, 1889
Fremont, Ind.	W. W. Wilkinson	228.24			do	Mar. 21, 1882	214.00			Allowed	Jan. 31, 1889
Fremont, Iowa	J. A. Gunn	56.75			do	Mar. 10, 1883	24.77			do	Do.
Freshburg, N. Y.	H. G. Howard				Fire	July 5, 1873				Disallowed	Sept. 22, 1888
Frog Level, S. C.	D. Kibler				Burglary	Mar. 6, 1881	2.50			do	Sept. 6, 1888
Fultonham, Ohio	George Axline	2.50			do	July 2, 1884	3.72			Allowed	Jan. 17, 1889
Gabriel's Mills, Tex.	J. R. Brizemont	3.72			In transit	July 3, 1888				Disallowed	Dec. 20, 1888
Gadsden, Ala.	W. F. Soyars	29.61			Burglary	Sept. 20, 1886	232.71			Allowed	Dec. 20, 1888
Gaith, Ill.	John Guster	232.71			do	May 20, 1888			50.00	do	Jan. 8, 1889
Gambetta, Va.	Thomas Nickolls		60.00		do	Mar. 29, 1887	19.35			do	Jan. 17, 1889
Gard, Ga.	E. Harper	19.35			do	July 17, 1886	3.00			do	Mar. 9, 1889
Gardner, Mass.	S. E. Richardson	3.00			do	Apr. 26, 1880			39.88	Disallowed*	Sept. 6, 1888
Gaspport, N. Y.	Charles V. Mesler			39.88	do	Feb. 19, 1880				do	Do.
Gaston, Oregon	H. L. Marston			32.73	Fire	Oct. 8, 1879			453.52	Allowed	Oct. 10, 1888
Gates Mills, Ohio.	J. A. Batoon	453.52			Burglary	May 5, 1885	23.46			do	Dec. 12, 1888
Geneva, N. Y.	James Martin	61.66			do	Nov. 8, 1887	63.25			do	Oct. 27, 1888
Gentryville, Ind.	John K. Stott	63.25			Fire	Dec. 1, 1887			15.00	do	Oct. 22, 1888
Georgiana, Ala.	James H. Nafe			15.00	do	Aug. 1, 1870				Disallowed*	Sept. 6, 1888
Germany, Ind.	W. V. Rindart				Burglary	July 29, 1880	49.57			Allowed	Jan. 4, 1889
Gervais, Oregon.	F. A. Mangold	49.57			Misc.	Aug. 14, 1888			1.38	do	Do.
Do.	R. M. Dickson			1.38	Burglary	Apr. 20, 1888	39.50			do	Nov. 13, 1888
Gibson, Mo.	R. F. Parnell	39.50	9.32		Fire	Feb. 24, 1887			8.40	do	Do.
Gibland, La.	E. F. Wilkison			9.32	do	Jan. 20, 1887	1.00			do	Do.
Gilead, Ill.	L. T. McDaniel	1.00			Storm	July 15, 1884			26.71	do	Dec. 4, 1888
Gileson, Ark.	F. H. Norvell			26.71							
Gilliam, Mo.											

	F. T. Youngs.	270.00	Burglary	July 2, 1879		Dismissed*	Sept. 6, 1888
Gillman, Iowa	Mary A. Hammond		do	Aug. 26, 1887	42.72	Allowed	Dec. 12, 1889
Glaum, N. H.	John H. Dyer		do	Oct. 20, 1880	10.00	do	Jan. 8, 1889
Glasgow, N. Y.	John H. House	24.83	do	Oct. 13, 1885		Disallowed	Dec. 12, 1888
Glandfield, Pa.	William Rudolph		do	Mar. 9, 1886		do	Jan. 17, 1889
Glen Mary Tenn	A. McDonald	10.00	In transit	Nov. 6, 1888		Dismissed	Dec. 20, 1888
Glenwood, Mo.	H. Chittin		Burglary	Apr. 26, 1885	74.69	Allowed	Jan. 17, 1889
Glendon, Iowa	Thomas Rich	35.88	do	May 13, 1886	15.00	do	Jan. 14, 1889
Goldsdale, Wash	George D. Telford		Fire	Sept. 26, 1883	18.65	do	Nov. 12, 1888
Goldsale, Cal.	W. F. Miller	16.65	Burglary	Apr. 10, 1888	6.93	Disallowed	Feb. 9, 1889
Goreville, Ill.	John W. Hall	42.00	do	Sept. 26, 1883		do	Jan. 17, 1889
Gower, Mo.	M. Hoke		do	Apr. 10, 1888		do	Nov. 12, 1888
Grafton, Mass.	T. F. Combs	53.40	do	Mar. 27, 1887	1.00	Dismissed	Oct. 22, 1888
Grafton, Wis.	W. L. Harris		do	June 29, 1882	123.37	do	Nov. 20, 1888
Grand Junction, Iowa	W. K. Park		do	June 29, 1882	6.13	do	Jan. 4, 1889
Grant, S. C.	A. H. Knight	6.13	do	Mar. 22, 1884	6.13	do	Jan. 17, 1889
Grantville, Ill.	L. L. Shepard	90.38	do	Sept. 22, 1880	90.38	do	Jan. 28, 1889
Great Falls, N. H.	C. L. Chapman		do	Apr. 12, 1883	282.67	do	Jan. 31, 1889
Greenfield, Mass.	D. F. Hamilton	8.65	do	Apr. 2, 1881		Dismissed*	Sept. 6, 1888
Groesbeck, Tex.	Sue L. Johnson	76.00	In transit	Oct. 1, 1888		Withdrawn	Nov. 20, 1888
Gun Neck, N. C.	J. C. Meekins	53.00	Burglary	Nov. 15, 1877		Disallowed	Feb. 6, 1889
Gunterville, Ala.	John A. Graham		Burglary	Apr. 20, 1888		Dismissed	Dec. 26, 1888
Guy's Mills, Pa.	H. W. Hall		do	May 31, 1887		do	Mar. 9, 1889
Hailey, Idaho	J. Guy Hamner	22.00	Burglary	May 6, 1888	48.00	Allowed	Jan. 4, 1889
Halstead, Kans	C. Philbrick	12.00	do	Dec. 27, 1877	3.50	do	Dec. 4, 1888
Hamburg, Mo.	H. J. Seil		do	Dec. 25, 1887	4.00	do	Feb. 9, 1889
Hannlin, Ky.	R. M. Hamlin		do	May 11, 1883	27.43	do	Feb. 14, 1889
Harlemburg, Pa.	J. A. Campbell	4.78	Fire	Oct. 2, 1885		Disallowed	Dec. 26, 1888
Harper's Ferry, W. Va.	John O. Arken	35	Burglary	Oct. 1, 1888		do	Do.
Harrallville, N. C.	Mrs. M. L. Rogers	12.00	Fire	May 9, 1887	45	Allowed	Feb. 14, 1889
Harrison, Ill.	John Gilmore		do	Aug. 27, 1886	17.35	do	Oct. 23, 1888
Hartmannsville, W. Va.	W. J. Stump	29.91	Burglary	Aug. 27, 1886	29.91	do	Jan. 4, 1889
Hausertown, Ind.	George Kentschler		do	Nov. 20, 1882	2.78	do	Mar. 14, 1889
Haverhill, Mass.	William E. Blunt	260.03	do	Oct. 31, 1883	260.03	do	Dec. 12, 1888
Hawthorn, Ill.	James M. Jackson	7.98	do	Sept. 4, 1888		do	Feb. 5, 1889
Hayneville, La.	James R. Smith	20.00	In transit	Sept. 4, 1888	20.00	do	Feb. 9, 1889
Do	do	84.00	do	Sept. 4, 1888	84.00	do	Do.
Hellenwood, Tenn	Mrs. C. Cardell		Not known	Nov. 15, 1880		Dismissed*	Sept. 6, 1888
Hematite, Mo	J. M. England		Burglary	Mar. 22, 1886	144.69	do	Dec. 4, 1888
Hempstead, Tex	A. C. Tompkins	18.16	do	Apr. 17, 1883	18.16	Allowed	Mar. 2, 1889
Henderson, Minn	S. W. Bennett		do	May 7, 1883		Dismissed	Aug. 5, 1888
Hennepin, Ill.	J. H. Seaton	70.00	In transit	May 7, 1883		do	Do.

\* The cases reported as "dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

\* Statements contradictory and claims not made within the time required by statute.

\* No satisfactory proof of loss.

\* I was not reported at or about the time it occurred.

\* The sum allowed is the aggregate of several remittances on different dates.

Loss resulted from negligence of claimant.  
 Loss made good by contractor in whose custody it was when lost.  
 No evidence that loss was reported at or about the time it occurred.  
 No proof of loss, and no formal claim made.  
 Money recovered

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Berthmont, Ind.	W. H. Smith	\$3.00			Burglary	Dec. 16, 1877	\$3.00			Allowed	Mar. 14, 1880
Hickson, Ark.	A. M. Hoiland			\$29.88	Fire	Feb. 13, 1884			\$29.88	do	Oct. 22, 1883
Richland, Kans.	Zack L. Ghmore	15.00			Burglary	Nov. 13, 1883	15.00			do	Dec. 4, 1883
Hicksville, Ky.	J. L. Bryant	2.00		11.00	Fire	May 20, 1888	2.00		11.00	do	Dec. 20, 1888
Hockersville, Ky.	W. H. Mordough				In transit	Oct. 23, 1883		\$105.00		Dismissed*	Sept. 6, 1888
do	do				do	Apr. 14, 1886		5.00		Allowed	Mar. 1, 1889
do	do				do	Nov. 3, 1883				do	170
Bella, Mich.	D. Holbert	71.98			do	Apr. 10, 1884				do	Dec. 28, 1888
Holly Springs, Miss.	J. S. Pender	32.60			Burglary	Nov. 3, 1883				do	Sept. 18, 1888
Holmes, Tenn.	W. F. Holmes	121.70	437.97		do	Apr. 16, 1888		422.87		do	Dec. 4, 1888
Holton, Kans.	Fredrick Hoover			10.20	Fire	May 27, 1888			10.20	do	Dec. 4, 1888
Homer, La.	William W. Brown	00.85			Burglary	May 27, 1888		60.85		do	170
Honesdale, Pa.	Robert A. Smith		167.00		In transit	Dec. 31, 1887				do	Mar. 9, 1889
Hooker, Ill.	T. G. Frost	127.89			do	Nov. 8, 1879		127.89		do	Mar. 2, 1889
Hudson, Ind.	F. M. Zimmerman	35.55			Burglary	July 1, 1882		35.55		Dismissed	Feb. 5, 1889
Hudson, Kans.	E. C. Downer	7.21		10.41	In transit	Sept. 30, 1883		2.75		Allowed	Dec. 29, 1888
Hudson, Mich.	E. J. Southworth	93.75			Fire	Sept. 30, 1883		85.41	6.69	do	Feb. 5, 1889
Hudsonville, Mo.	J. R. Jones	72.15			do	Sept. 26, 1885		72.15		do	Dec. 28, 1888
Hurricane, Ky.	R. W. Foster				Fire	July 26, 1880				Dismissed*	Dec. 20, 1888
Hyndsville, N. Y.	E. O. Prince	6.39		42	Burglary	Aug. 11, 1888		6.39	42	Allowed	Sept. 6, 1888
Indian Springs, Ind.	James A. Atkinson			35.40	Fire	Apr. 14, 1884			36.17	do	Mar. 9, 1889
Inselco, Pa.	Thomas S. Barker				do	May 2, 1884				do	Oct. 22, 1888
Invan, Kan.	G. F. Salary			29.68	do	Oct. 14, 1884			29.68	Dismissed	Dec. 26, 1888
Ironwood, Mich.	George F. Kelly			\$25.00	do	Sept. 17, 1887			29.68	do	Mar. 14, 1889
Ironton, Ind.	G. W. Russell	25.00			Burglary	May 27, 1888		25.00	378.26	do	Dec. 20, 1888
Island Grove, Fla.	J. N. Hayman	23.03			do	Jan. 27, 1888		23.03		do	Nov. 13, 1888
Jacob City, Tenn.	G. Spangler			2.16	do	Aug. 17, 1876			2.16	do	Jan. 17, 1889
Jackson, Ala.	G. B. Douthett				In transit	May 2, 1888				Dismissed*	Sept. 6, 1888
Jackson, Mo.	A. O. Siple	35.70	36.00		Burglary	Sept. 21, 1881		10.00		do	Feb. 5, 1889
Jacksonville, N. C.	J. W. Smith				Fire	June 2, 1887				Dismissed*	170
Jacksonville, N. J.	G. VanArtsdalen			118.00	Burglary	Oct. 3, 1871				Dismissed	Sept. 6, 1888
Jamesburg, Ark.	James Storey				Fire	Nov. 1, 1887			10.00	Allowed	Oct. 22, 1888
Jasper, Ohio	W. F. Truesdell				Burglary	Nov. 1, 1887				Dismissed*	Sept. 6, 1888
Jeffries, Tex.	C. W. Bradford	25.00			Fire	Oct. 31, 1884		25.00		Allowed	Jan. 8, 1889
Jordan, Wis.	Jacob Deitz	8.44			Burglary	July 31, 1884		8.44		do	Dec. 20, 1888
Junot, Minn.	W. Dunlap			10.00	Fire	Mar. 10, 1881				Dismissed*	Sept. 6, 1888
Kasson, Minn.	M. M. Finkle	175.90			Burglary	Aug. 2, 1881		132.60		Allowed	Dec. 28, 1888
Kawkaulin, Mich.	George Stancher	21.24			do	Oct. 23, 1878				Dismissed	Mar. 1, 1889
Kearnsburg, Ill.	B. M. Mitchell	29.16			do	Nov. 23, 1878		29.16		Allowed	Feb. 9, 1889
Kendalia, Tex.	James J. Merriam	8.00			do	Sept. 6, 1884		8.20		do	Dec. 12, 1888

Kennard, Nebr.	H. Bowerman	105.12	do	Mar. 20, 1887	35.00	do	do	Feb. 9, 1889
Kent, Ill.	Nancy J. Easley	8.48	do	Apr. 17, 1878	do	Disallowed	do	Feb. 14, 1889
Kerens, Tex.	F. S. Zachry	6.00	Fire	Nov. 25, 1883	6.00	Allowed	do	Jan. 17, 1889
Kesey, Ga.	M. E. Groover	60.00	do	Mar. 5, 1883	do	do	do	Jan. 31, 1889
King George C. H., Va.	L. A. Somers	63.00	Burglary	Sept. 18, 1882	53.00	do	do	Dec. 4, 1888
Kinsman, Ohio	N. H. Allen	89.00	do	Mar. 18, 1881	80.00	do	do	Mar. 2, 1889
Kirkwood, Mo.	Thomas J. Roberts	8.50	do	Nov. 23, 1882	8.00	do	do	Jan. 24, 1889
Kismet, Tenn.	W. H. Frost	80.00	do	Nov. 8, 1884	80.00	do	do	Jan. 17, 1889
Knowlesville, N. Y.	W. T. Maxwell	6.40	do	May 2, 1888	6.40	do	do	Feb. 9, 1889
Knowlton, Pa.	E. L. Hackney	15.40	do	Feb. 26, 1883	15.40	do	do	Nov. 13, 1888
La Harpe, Kans.	H. Schaefer	59.22	do	Feb. 14, 1888	8.00	do	do	Dec. 24, 1888
Lake, Mo.	J. M. Hull	22.00	do	Sept. 27, 1881	160.00	do	do	Oct. 22, 1888
Lake Mills, Iowa.	J. T. Rivd	4.75	do	May 1, 1888	do	do	do	Mar. 2, 1889
Lamine, Mo.	Lucy L. Lyons	77.44	Fire	Jan. 11, 1888	77.44	do	do	Do
Lanoni, Iowa	J. A. Miles	66.50	Burglary	Jan. 28, 1884	do	do	do	Jan. 8, 1889
Lane, Kans.	O. B. Sally	3.00	do	June 7, 1884	18.71	Disallowed	do	Jan. 31, 1889
Langley, S. C.	T. J. Lucas	2.00	do	Aug. 28, 1884	8.00	Allowed	do	Mar. 14, 1889
Lawrenceburgh, Ind.	William W. Ling	45.80	do	May 17, 1888	2.00	do	do	Dec. 29, 1888
Do	S. H. Claughton	1,414.18	Fire	Mar. 7, 1888	do	Disallowed	do	Dec. 12, 1888
Lebanon, Ohio	J. D. Ambrose	68.67	do	Sept. 13, 1874	45.80	Disallowed	do	Oct. 10, 1888
Lebanon, Oregon	Fannie W. Che	20.00	Burglary	May 28, 1888	do	Disallowed	do	Sept. 6, 1888
Lebeck, Mo.	Vincent Snow	26.80	do	Jan. 12, 1888	20.00	Disallowed	do	Dec. 4, 1888
Leedsburg, Ga.	S. A. Seaman	12.00	do	Feb. 2, 1879	do	Disallowed	do	Jan. 24, 1889
Leesville, Va.	L. E. Higgins	33.00	do	Feb. 13, 1888	do	Disallowed	do	Mar. 1, 1889
Leetsdale, Pa.	D. A. Gray	45.27	Fire	Dec. 31, 1875	do	Disallowed	do	Sept. 6, 1888
Leicester Junction, Vt.	S. Harkness	71.00	do	Feb. 27, 1875	do	do	do	Do
Leiland, Oregon	S. Harkness	21.00	In transit	Dec. 30, 1887	71.00	Allowed	do	Dec. 12, 1888
Leon, Kans.	J. M. McWhorter	43.79	Burglary	May 3, 1882	do	Disallowed	do	Sept. 6, 1888
Lewistown, W. Va.	B. P. Wheat	30.41	do	May 3, 1882	do	Disallowed	do	Jan. 17, 1889
Lewistown, Ark.	W. C. Smith	12.50	do	Feb. 18, 1888	35.00	do	do	Dec. 20, 1888
Liberty, N. C.	L. D. Ledbetter	15.00	do	Aug. 18, 1888	80.41	do	do	Jan. 4, 1889
Liberty, Tex.	T. J. Chambers	30.11	Fire	Jan. 28, 1887	30.11	do	do	Dec. 12, 1888
Liberty Centre, Ohio	E. Pennock	6.00	Burglary	Oct. 26, 1887	do	do	do	Jan. 7, 1889
Liberty Hill, S. C.	S. M. Richarda	16.00	do	Nov. 9, 1887	7.00	do	do	Oct. 22, 1888
Lick Creek, Ill.	Milo Trammell	12.00	do	July 13, 1888	15.00	do	do	Dec. 28, 1888
Linden, N. J.	W. A. Stone, Jr	90.25	do	Mar. 7, 1878	8.00	do	do	Jan. 17, 1889
Lindsey, Ohio	R. A. Morris	37.00	Fire	Jan. 10, 1888	90.25	do	do	Feb. 5, 1889
Linton, Ind.	W. F. Cornelius	30.94	do	Feb. 1, 1883	6.00	do	do	Mar. 14, 1889
Lisbon, Mich.	C. E. Koon	33.27	Burglary	Aug. 27, 1880	30.94	do	do	Jan. 9, 1889
Litchfield, Pa.	W. E. Armstrong	50.75	do	June 8, 1883	80.16	do	do	Jan. 17, 1889
Little Falls, N. Y.	A. H. Greene	50.75	do	July 26, 1883	50.75	do	do	Jan. 31, 1889

\* The cases reported as "dis-missed September 6, 1888," were, in most instances, filed prior to March 17, 1892, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

1 No satisfactory proof of loss.

2 No proof of loss.

3 Money recovered.

4 Not presented within the time required by statute.

5 Loss not reported at or about the time it occurred.

6 Loss resulted from negligence of claimant.

7 Loss resulted from larceny, through negligence of claimant.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Littleton, Mass.	George Patch	\$9.89			Burglary	Nov. 20, 1886	\$9.89			Allowed	Dec. 12, 1888
Livermore, Iowa	W. M. Brackoff	23.75			do	Dec. 9, 1887	23.75			do	Dec. 20, 1888
Livonia, N. Y.	C. A. Patchin				do	July 15, 1883				do	Jan. 4, 1889
Lloyd, N. Y.	M. Lane			\$12.00	Fire	Dec. 14, 1880				Dismissed *	Sept. 6, 1888
Lockwood, N. Y.	George D. Brook	32.00			Burglary	Nov. 27, 1887	32.00			Dismissed *	Sept. 6, 1888
Lombardville, Ohio	J. Johnst			14.27	do	Dec. 17, 1887				Dismissed *	Sept. 6, 1888
Lone Star, Ky.	H. M. Thomas				do	Sept. 7, 1882				Dismissed *	Sept. 6, 1888
Long Fork, Ky.	E. Johnson, Jr.			6.88	Fire	July 19, 1887			\$2.15	Dismissed *	Jan. 31, 1889
Long Island City, N. Y.	J. M. McKenna	5.00			do	June 20, 1887	5.00		6.88	Dismissed *	Jan. 31, 1889
Long Lake, Minn.	Thomas H. H. H.	25.00			Burglary	May 19, 1888			34.62	Dismissed *	Oct. 22, 1888
Long Level, Pa.	Thomas Reisinger				do	May 6, 1883				Dismissed *	Jan. 17, 1889
Long Prairie, Ill.	C. W. Redtacker			1.20	do	June 7, 1888			1.20	Dismissed *	Sept. 6, 1888
Lorain, Ohio	M. Monrman	14.84			do	May 7, 1884	14.84			Dismissed *	Sept. 6, 1888
Lorainburg, Cal.	A. Cobler	95.33			do	Mar. 9, 1888	95.33			Dismissed *	Sept. 6, 1888
Los Gatos, Cal.	F. M. Jackson	17.29			do	Aug. 7, 1886	17.29		74.02	Dismissed *	Oct. 22, 1888
Louella, Pa.	C. Brooke	5.00		50.00	do	July 14, 1880				Dismissed *	Jan. 4, 1889
Louisville, Nebr.	T. W. Shryock				do	Nov. 10, 1887			4.00	Dismissed *	Sept. 6, 1888
Loveland, Ohio	H. L. Wheeler				In transit	Feb. 25, 1888				Dismissed *	Mar. 1, 1889
Loveland, Va.	W. L. Yost	24.75	31.00	51.34	Burglary	June 22, 1888	24.75		51.34	Dismissed *	Mar. 1, 1889
Lowville, N. Y.	Louis A. Scott	11.00			do	Nov. 6, 1875	11.00			Dismissed *	Sept. 6, 1888
Lucella, Tex.	W. H. Nickell	8.68		61.41	do	July 13, 1888	8.68		61.41	Dismissed *	Sept. 6, 1888
Lucella, Iowa	John L. Hughes				do	Apr. 28, 1888				Dismissed *	Dec. 20, 1888
Lundy's Lane, Pa.	R. D. Sherman	128.40	14.00		In transit	Oct. 4, 1888				Dismissed *	Dec. 26, 1888
Laverne, Minn.	C. O. Hawes	16.95			Burglary	May 16, 1884	16.95			Dismissed *	Dec. 26, 1888
Lynchburg, Tenn.	J. N. Taylor				do	Apr. 20, 1886			22.30	Dismissed *	Dec. 26, 1888
Lyndon Station, Ohio	S. V. Wright	148.37		40.00	do	May 24, 1873	148.37			Dismissed *	Jan. 4, 1889
Lyons, Nebr.	Franklin Everett	16.46			do	May 26, 1883				Dismissed *	Sept. 6, 1888
Macedonia, Iowa	Ohio Knox				do	Jan. 9, 1884			16.46	Dismissed *	Jan. 28, 1889
do	M. Ashley			16.50	Fire	Jan. 10, 1888			15.98	Dismissed *	Jan. 28, 1889
Mack-burgh, Iowa	D. A. Sawyers	13.00			Burglary	June 14, 1882	13.00			Dismissed *	Feb. 5, 1889
Mac-kaville, Ind.	Joshiah Rodgers	8.00			do	Oct. 22, 1885	8.00			Dismissed *	Dec. 28, 1888
Ma-on Station, Ala.	H. A. Taylor	96.37			do	June 26, 1877	96.37			Dismissed *	Feb. 5, 1889
Macey, Tex.	G. A. Hunt			7.94	Fire	Feb. 26, 1888			7.94	Dismissed *	Mar. 2, 1889
Madison, N. J.	Fred. B. Barton	7.52		25.52	Burglary	Apr. 12, 1888	7.52		25.52	Dismissed *	Nov. 13, 1888
Madisonburg, Pa.	L. S. Greene				do	Dec. 18, 1882				Dismissed *	Sept. 6, 1888
Mahomet, Tex.	Emily C. Durr	10.00			Burglary	Dec. 18, 1882	10.00			Dismissed *	Jan. 28, 1889
Manahatch, Mich.	W. Studebaker	167.41			do	Oct. 30, 1886	167.41			Dismissed *	Jan. 17, 1889
Manawatee, Mich.	J. A. Thompson	12.67			do	May 7, 1886	12.67			Dismissed *	Dec. 26, 1888
Maun's Choice, Pa.	H. S. Glesener				do	Nov. 30, 1887				Dismissed *	Jan. 4, 1889





EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Milwaukee, Cal.	E. W. Darling				Burglary	Jan. 1, 1875				Dismissed*	Sept. 6, 1888
Milton, Cal.	Alexander Brown	\$50.00			do	Sept. 12, 1880	\$40.00			Allowed	Jan. 4, 1889
Mine Hill, N. Y.	W. T. McGinnis	120.90			do	Oct. 9, 1887	120.71			do	Oct. 27, 1888
Miner, Ill.	C. Mattice				do					Dismissed*	Sept. 6, 1888
Missouri, Ill.	B. S. Ewing	102.76			Fire	Apr. 1, 1870	102.76			Allowed	Jan. 28, 1889
Mt. Pleasant, Iowa	George Comerford	14.00		\$30.00	do	Jan. 16, 1887				Disallowed	Dec. 12, 1888
Mt. Pleasant, Tex.	H. E. Payne		\$100.00		In transit	Jan. 11, 1887		\$100.00		Allowed	Oct. 22, 1888
Monteale, Ala.	L. E. Brooks			7.50	Burglary	Apr. 7, 1888			7.50	do	July 25, 1888
Monteale, Iowa	W. B. Walters	24.51		2.50	do	Dec. 25, 1882	24.51			do	Nov. 13, 1888
Monteville, N. Y.	La Fayette Reed	1.00			do	May 17, 1888	1.00			do	Nov. 14, 1889
Do	Richard Oakley	17.04			do	Apr. 19, 1888	11.06			do	Nov. 13, 1888
Montgomery, Mo.	M. O. Edwards	10.00		44.36	Fire	Apr. 18, 1888			44.36	do	Dec. 4, 1888
Moreau, Mich.	William Jacobus		116.96		Burglary	Sept. 8, 1882			116.96	do	Feb. 9, 1889
Morris, Ill.	E. B. Rorick	39.00			do	Sept. 12, 1886	75.00			do	Mar. 1, 1889
Morton, Iowa	V. Chipman	39.15			Fire	Sept. 12, 1886	27.00			do	Feb. 9, 1889
Moulton, Iowa	W. M. Willett		35.00		Burglary	Sept. 8, 1885	39.15			do	Jan. 4, 1889
Mound Valley, Kans.	J. M. Richardson		46.00		do	Oct. 28, 1887		46.00		Disallowed	Jan. 17, 1889
Mountain, Mo.	S. G. Wellborn	37.51	82.02		In transit	Dec. 26, 1887				do	Jan. 17, 1889
Do	L. H. Ordorff	12.75			Burglary	Aug. 11, 1887	37.51	54.02		do	Nov. 13, 1888
Mountain Spring, Tex.	Isam Mical				do	May 20, 1883	10.25		45.97	do	Dec. 4, 1888
Mount Erie, Ill.	W. C. Camp		2.47		do	Jan. 29, 1888			2.47	do	Dec. 2, 1889
Mount Holly, Ala.	J. Riley		24.01		do	Oct. 15, 1874				Dismissed*	Sept. 6, 1888
Mount Morris, Mich.	William Wesell		8.07		Burglary	Aug. 8, 1888			8.07	Allowed	Mar. 2, 1889
Mount Perry, Ohio	E. F. Lamb	39.82			do	Oct. 6, 1871	15.00			do	Jan. 21, 1889
Mount Pleasant, Iowa	T. R. Griffith	4.21			do	Sept. 1, 1886	4.21			do	Jan. 9, 1889
Mount Pleasant, S. C.	G. W. McAdam	168.11			do	Apr. 25, 1885	168.11			do	Jan. 9, 1889
Mount Pleasant, Tex.	A. B. Summers	15.02			do	Apr. 25, 1885	15.02			do	Jan. 9, 1889
Mount Sterling, Iowa	B. F. Johnson	15.00			do	June 21, 1885	15.00			do	Feb. 5, 1889
Mount Vernon, Ga.	A. H. Thatcher	22.92			do	Aug. 5, 1885	22.92			do	Jan. 4, 1889
Mount Vernon, Ohio	Mary A. Smith		5.00		In transit	June 20, 1888				Disallowed	Jan. 1, 1889
Mount Zion, Va.	Sarah I. Clement	621.71			Burglary	Oct. 29, 1886	621.71			do	Jan. 1, 1889
Month of Seneca, W. Va.	J. Harman	15.50		6.00	do	Feb. 4, 1885			15.50	do	Mar. 2, 1889
Mathews, Ky.	T. M. Colloch				do	Aug. 17, 1880				Dismissed*	Sept. 6, 1888
Mathews, Ky.	J. C. Hoelcher		51.00		In transit	May 1, 1883			30.00	Allowed	Mar. 9, 1889
Murphy, Ohio	W. H. Murphy		2.34		Burglary	Dec. 7, 1888				Dismissed	Jan. 17, 1889
Myers, Fla.	E. L. Evans	10.00			In transit	July 2, 1887			2.34	Allowed	Oct. 22, 1888
Do	do	20.00			do	Feb. 24, 1888				Dismissed	Mar. 1, 1889

Merrill, Ga.	W. F. Hurst	167 19	16 00	Fire	Nov. 23, 1882	29 50	167 19	16 00	Allowed	Jan. 31, 1889
Naples, N. Y.	O. F. Levalley	119 00	52 00	Burglary	May 9, 1888			52 00	Allowed	Mar. 2, 1889
Nashville, Ark.	R. R. Tinsley <sup>1</sup>			In transit.	Nov. 17, 1884				do	July 25, 1888
Naumbeur, N. Y.	J. O. Werner	50 00	80 00	Fire	Nov. 29, 1878				Disallowed <sup>2</sup>	Sept. 6, 1888
Nauvoo, Ill.	N. Alchison	6 85		Burglary	June 1, 1883				Allowed	Dec. 28, 1888
Needmore, Ind.	L. M. Feltch	70 00		In transit.	Sept. 30, 1876				Disallowed	Dec. 26, 1888
Nelson, Cal.	J. W. McInosh	26 92		Fire	Sept. 30, 1876				Allowed	Feb. 9, 1889
Nogee, Ill.	P. Walsheimer	10 50		Burglary	Nov. 9, 1883				do	Dec. 20, 1888
Noocho Falls, Kans.	H. D. Dickson	20 96		do	Jan. 27, 1888				do	Dec. 20, 1888
Nevadale, N. Y.	D. M. Stewart			do	Oct. 23, 1875				Disallowed <sup>2</sup>	Sept. 6, 1888
New Alexandria, Ohio	John D. Thompson <sup>3</sup>	27 50	10 00	do	Mar. 15, 1885				Disallowed	Dec. 12, 1888
Newburg, Mich.	E. H. Jones	22 60		do	Apr. 15, 1879				Disallowed <sup>2</sup>	Sept. 6, 1888
New Berlin, Tex.	E. Tewes			do	July 27, 1882				Allowed	Jan. 25, 1889
Newbern, Iowa	F. W. Huerfloss			do	Feb. 20, 1885				do	Feb. 5, 1889
New Brunswick, Ind.	J. Woodard	2 00	11 40	do	Mar. 20, 1877				Disallowed <sup>2</sup>	Sept. 6, 1888
New Burlington, Ohio	F. M. Swindler <sup>4</sup>		3 27	In transit.	Feb. 29, 1888				do	Sept. 6, 1888
New California, Ohio	H. M. Dort			do	Aug. 25, 1881				do	Sept. 6, 1888
Newcomb, Tenn.	A. W. Smith	18 00		do	Oct. 17, 1887				Allowed	Feb. 14, 1889
New London, Ohio	Thomas H. Daily	55 03		do	Oct. 16, 1885				do	Dec. 4, 1888
New London, Ohio	G. A. Van Horn	35 00	28 44	do	Nov. 10, 1887			28 44	do	Nov. 13, 1888
New Lyons Station, Ohio	C. E. Olmstead	9 99		do	June 24, 1888			35 00	do	Feb. 5, 1889
Newmanville, Ill.	Alex. Robison	5 00		do	Apr. 28, 1882				Disallowed <sup>2</sup>	Sept. 6, 1888
New Paris, Ind.	J. Matthews	12 00		do	Aug. 10, 1879				do	Do
New Park, Pa.	Jacob Lammis			do	Feb. 25, 1878				do	Do
New Providences, Ala.	J. M. Horn			Fire	Jan. 1, 1883				do	Do
Newton, Kans.	J. E. Stevenson	10 40	3 79	Burglary	Dec. 12, 1880				do	Do
Newton, Kans.	J. B. Fugate	49 07		do	July 28, 1886				Allowed	Jan. 4, 1889
Newtonia, Mo.	Mary A. Humphrey <sup>5</sup>	319 77		do	Feb. 21, 1880				do	Feb. 9, 1889
New York, N. Y.	Thomas L. James	750 00	79 71	do	Jan. 6, 1880				do	Feb. 5, 1889
Niagara Falls, N. Y.	William B. Rice <sup>6</sup>	7 60		do	Jan. 10, 1883				do	Do
Nora, Kans.	J. M. Harrell <sup>7</sup>	207 35	6 00	Larceny	Aug. 22, 1887				Disallowed	Dec. 28, 1888
Normal, Ill.	W. C. Scanland	45 09		Burglary	Apr. 5, 1888				Allowed	Dec. 4, 1888
North Bloomfield, Ohio	George Little	11 00		do	Nov. 28, 1887				do	Do
North Dorr, Mich.	Jacob Barr <sup>8</sup>	40 00		do	June 17, 1886				Disallowed	Jan. 9, 1889
North Hampton, N. H.	H. S. Luster	19 04		Burglary	Jan. 16, 1888				do	Mar. 2, 1889
North Edgewood, Ohio	W. J. Spear	40 10		do	Feb. 2, 1887				do	Dec. 12, 1888
North Salem, Ohio	J. C. Forsyth	151 87		do	May 30, 1881				do	Jan. 26, 1889
Northumberland, Pa.	C. C. McCarthy	60 00		do	Oct. 1, 1888				Disallowed	Jan. 26, 1889
Do	J. B. Brown <sup>9</sup>			In transit.	Sept. 6, 1887				Allowed	Mar. 6, 1889
Oakdale, Wis.	J. E. Underwood	21 00	29 00	Burglary	Sept. 5, 1887				do	Jan. 17, 1889
Oakland, Ala.	H. C. Hyde			Fire						

<sup>1</sup> The cases reported as "dismissed September 6, 1888" were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

<sup>2</sup> Proof unsatisfactory and loss not reported at or about the time it occurred.

<sup>3</sup> Loss resulted from negligence of claimant.

<sup>4</sup> Remittance was not made in compliance with instructions.

<sup>5</sup> Money recovered.

<sup>6</sup> Money refunded to claimant by contractor.

<sup>7</sup> Allowed under act of March 6, 1888.

<sup>8</sup> Claim for money-order funds and money-order funds previously disallowed.

<sup>9</sup> The amount claimed includes private funds and money-order funds previously disallowed.

<sup>10</sup> Not within the provisions of the statute.

<sup>11</sup> No satisfactory evidence of loss.

# REPORT OF THE POSTMASTER-GENERAL.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Oakland, Tex.	John H. Mullin	\$8.35	\$50.00	\$2.24	Burglary	May 14, 1886				Disallowed	Jan. 11, 1889
Oak Valley, Kans.	George R. Sater				do	Aug. 26, 1887		\$50.00		Allowed	Dec. 4, 1888
Oceanic, N. J.	James P. Bruce				do	Jan. 26, 1882				Dismissed*	Sept. 6, 1888
Oconto, Wis.	W. M. Underhill	20.12			do	Apr. 25, 1887	\$20.12			Allowed	Dec. 28, 1888
Ogden, Ohio	S. O. Green				do	July 31, 1876				Dismissed*	Sept. 6, 1888
Olentang, Ohio	J. O. Jewett	2.63		7.67	do	Apr. 10, 1888			\$7.67	Allowed	Nov. 13, 1888
Onia, Iowa	W. A. Miller	10.00			do	Dec. 20, 1886	10.00			do	Dec. 4, 1888
Oliver Springs, Tenn.	W. A. Reed	12.15			do	Oct. 12, 1884	12.15			do	Jan. 11, 1889
Oliver, Mich.	George W. Keys*	10.00		8.44	do	Feb. 23, 1881	10.00			do	Jan. 31, 1889
Olmstead, Ohio	A. Osborn	23.31		10.83	do	June 7, 1888	11.60		10.83	do	Jan. 8, 1889
Omaha, Kans.	T. S. Scott	15.75			do	Oct. 17, 1887	15.75			do	Dec. 28, 1888
Onley, Tenn.	C. B. Pepper	34.95			do	May 2, 1881	34.95			do	Mar. 2, 1889
Onyiah, N. Y.	W. H. Murphy			9.60	Fire	Oct. 30, 1887			9.00	do	Jan. 17, 1889
Ontario, Ohio	A. J. Wolf	2.00			Burglary	June 3, 1888	2.00			do	Feb. 5, 1889
Orange, Mass.	E. Keller		15.83		Fire	Sept. 25, 1887			15.83	do	Nov. 13, 1888
Oregon, Mich.	F. P. Caruth	129.32	113.14	155.71	Burglary	July 26, 1888	129.32	113.14	155.71	do	Mar. 14, 1889
Oregon City, Oregon	S. Carpenter	6.48			do	Apr. 28, 1882	6.48			do	Dec. 26, 1888
Orion, Mich.	J. M. Bacon	445.83			do	Dec. 21, 1880	445.83			do	Jan. 11, 1889
Orwaburg, Mo.	A. S. Warner	37.00			do	Jan. 5, 1885	7.35			do	Dec. 28, 1888
Osage City, Kans.	C. Simmons			48.32	Fire	Nov. 4, 1887			48.32	do	Mar. 9, 1889
Do	C. Stackhouse	58.96			Burglary	Aug. 4, 1886	75.00			do	Dec. 28, 1888
Osage Mission, Kans.	do	62.00			do	Sept. 8, 1887	62.00			do	Feb. 9, 1889
Osborn, Mo.	C. H. Howard	98.60			do	Jan. 22, 1879	98.60			do	Jan. 4, 1880
Oscola Mills, Wis.	P. Hatch	51.50			Fire	June 11, 1882				Disallowed	Feb. 5, 1889
Oskaloosa, Iowa	S. Rowcliffe	117.90			Burglary	Sept. 7, 1882	115.55			Allowed	Dec. 28, 1888
Ostrander, Ohio	C. Leighton	106.41			do	Oct. 4, 1883	106.41			do	Jan. 8, 1889
Otego, N. Y.	Abner Suid	104.24			do	Mar. 23, 1880	104.24			do	Dec. 20, 1888
Oraville, Mich.	A. D. Annable	182.42			do	Sept. 24, 1884	12.00			do	Feb. 9, 1889
Oswell, Ind.	Mary E. Lansfield	43.50			do	June 3, 1884	43.80			do	Jan. 4, 1889
Overbrook, Kans.	F. Biberback	5.00		32.31	Fire	Dec. 19, 1887	5.00		32.31	do	Mar. 1, 1889
Overton, Pa.	J. B. Fairchild*	50.00			In transit	Oct. 29, 1888				Dismissed	Sept. 6, 1888
Oxford, Minn.	A. C. Hawley			9.00	Fire	Apr. 6, 1883				Allowed	Dec. 28, 1888
Pacific, Mo.	S. Howson	7.00			do	Feb. 29, 1881	7.00			do	Jan. 9, 1889
Packerton, Ind.	George C. Curry	3.09			Burglary	Dec. 11, 1885	2.00			do	Mar. 9, 1889
Palma Sola, Fla.	B. H. Wattlea	1.51			Fire	July 7, 1888	1.51			Dismissed*	Sept. 6, 1888
Paradise, Mo.	W. I. Warden	17.98			do	Oct. 22, 1884	17.98			do	Dec. 4, 1888
Paris, Iowa	W. H. Dryden			39.06	do	Oct. 16, 1876				Allowed	Jan. 28, 1889
Paris, Mo.	H. S. Freeman	70.50			Burglary	June 16, 1886	79.50			do	Jan. 28, 1889
Parma, Va.	James S. McGee			30.00	do	Apr. 26, 1886			30.00	do	Mar. 14, 1889
Parumasua, Va.	W. H. Hanger			30.00	Fire	Apr. 11, 1884				do	Mar. 14, 1889

Parrell, Kans	D. M. Wertz	2.85	do	Apr. 28, 1888	3.85	do	Jan. 9, 1889
Parshallville, Mich	J. H. Norbert	53.00	Burglary	Mar. 24, 1888	53.00	do	Nov. 18, 1888
Patterson, Iowa	S. B. Cartellin	80.00	do	Oct. 18, 1873		Dismissed*	Sept. 6, 1888
Patterson's Bluff, Ark	W. L. Craven	7.15	Storm	May 27, 1888	7.15	Allowed	Feb. 9, 1889
Patterson's Station, Pa.	J. W. Walker	15.39	Fire	Sept. 16, 1887	15.39	do	Mar. 14, 1889
Pattersonville, Mo	J. R. Evans	44.04	Burglary	July 2, 1888	44.04	do	Jan. 31, 1889
Paw Paw, Mich	George W. Mathews	289.89	do	May 1, 1889	162.89	do	Do.
Pearl River, N. Y	J. E. Brunsdorf	23.00	Fire	Nov. 10, 1876		Dismissed*	Sept. 6, 1888
Peachburg, Ind	H. Cox		do	Apr. 1, 1888	23.00	Allowed	Oct. 23, 1888
Pemanskee, Wis	William Baptist		Storm	July 7, 1877		Dismissed*	Sept. 6, 1888
Perry, Kans	L. E. Merritt	5.05	Burglary	Mar. 19, 1887	5.05	Allowed	Feb. 9, 1889
Piedmont, Wis	J. F. Bartles	22.90	Fire	July 1, 1885	22.90	do	Mar. 9, 1889
Piedmont, N. H.	John R. Miller	125.45	Burglary	Oct. 3, 1879	125.45	do	Jan. 28, 1889
Petersburg, Ill	Rebecca Snape	50.00	do	Oct. 26, 1887	50.00	do	Jan. 4, 1889
Peters' Creek, Pa	J. A. McConkey		Fire	May 6, 1885		Dismissed*	Sept. 6, 1888
Peterson, Kans	Thomas Jenkins	20.00	Burglary	June 13, 1880	20.00	Allowed	Jan. 28, 1889
Phillips, Me	J. M. Faulkner	18.00	Fire	Mar. 23, 1887	64.50	Dismissed*	Sept. 6, 1888
Pickensville, Ala	C. H. Black	04.56	Burglary	Feb. 25, 1885	01.84	Allowed	Sept. 6, 1888
Pickford, Mich	C. W. Pickford	91.84	do	June 12, 1874		Dismissed*	Mar. 14, 1889
Pine Valley, Miss	P. H. Wyatt		Fire	May 17, 1879	13.00	Allowed	Sept. 6, 1888
Pisgah, Ohio	S. M. Sprinkle	20.74	Burglary	May 17, 1880	50.32	Dismissed*	Feb. 9, 1889
Pittsford, Mich	S. M. Ramsale	56.32	Storm	Feb. 17, 1888		Allowed	Dec. 4, 1888
Platte Centre, Nebr	R. V. Leonard	15.45	Burglary	Feb. 10, 1888	15.45	do	Nov. 18, 1888
Plainfield, Ohio	K. L. Rossiter	5.00	Fire	Feb. 29, 1888		Dismissed	Sept. 6, 1888
Pleasant Gap, Pa	C. A. Platt		In transit	Sept. 15, 1874		do	Mar. 1, 1889
Pleasant Hill, Ill	C. W. Sline	28.00	Fire	Jan. 17, 1880	2.00	Dismissed*	Sept. 6, 1888
Pleasant Plain, Ind	A. Swanson	7.00	Burglary	Feb. 7, 1888	4.50	Allowed	Mar. 9, 1889
Pleasant Point, Tenn	J. Van Dolsen	4.50	Fire	Sept. 15, 1885	68.21	Dismissed*	Sept. 6, 1888
Pleasant Point, Pa	W. G. Lumpkins	96.21	do	May 16, 1887		do	Jan. 28, 1889
Pleasure Ridge Park, Ky	G. W. Megarty	15.00	do	June 1, 1881	8.00	Dismissed*	Sept. 6, 1888
Plevna, Ala	L. M. Paine		Fire	Dec. 30, 1884	72.96	Allowed	Dec. 28, 1888
Plumerville, Ark	W. J. Taylor	10.00	Burglary	Dec. 19, 1886	30.00	do	Dec. 12, 1888
Do	D. Patterson		do	Feb. 21, 1888	28.00	do	Feb. 14, 1889
Point Isabel, Ohio	W. F. Hobbs	72.96	do	Nov. 12, 1883		Dismissed*	Dec. 24, 1888
Poland, Ind	F. T. Hodges	4.00	Larceny	Jan. 2, 1888	74.24	Allowed	Sept. 6, 1888
Polo, Mo	John J. Huffman	30.00	Fire	Apr. 2, 1880		Dismissed*	Jan. 24, 1889
Port Allegany, Pa	R. J. Clark	28.00	do	Nov. 15, 1880		Dismissed*	Sept. 6, 1888
Port Gumbie, Wash	W. J. Davis	313.68	Burglary	Mar. 30, 1875		do	Jan. 31, 1889
Port Providence, Pa	D. B. Jackson	74.24	do	Sept. 9, 1888	22.52	Allowed	Jan. 31, 1889
Pottersburg, Ohio	J. S. Holloway	20.00	Fire	Apr. 24, 1879		Dismissed*	Sept. 6, 1888
Powhatan, Ark	James Chino		do	Nov. 15, 1880		Dismissed*	Jan. 31, 1889
Prague Station, Miss	A. J. Roney	6.00	Fire	Mar. 30, 1875		do	Jan. 31, 1889
Prognall's, S. C	F. J. Randle	22.52	do	Sept. 1, 1872		Dismissed*	Jan. 31, 1889
	W. P. Burbage		Burglary	May 9, 1888		Allowed	

\*The cases reported as "Dismissed September 6, 1888" were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.  
 †Loss not reported at or about the time it occurred.  
 ‡Money refunded to claimant by mail contractor.  
 §Credit for stamps previously allowed.  
 ¶No satisfactory proof of loss.

# REPORT OF THE POSTMASTER-GENERAL.

Post-office.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Prince William, Ind.	James P. Winters				Fire	Feb. 22, 1877				Dismissed*	Sept. 6, 1888
Pryor's Store, Mo.	W. H. H. Townsend				do	June 2, 1877				do	Do.
Putnam, Conn.	P. F. Wilson	\$635.51			Burglary	June 2, 1877	\$635.51			Allowed	June 11, 1889
Queen City, Mo.	Eliza Bowen		\$6.00		do	Sept. 11, 1882				Dismissed*	Sept. 6, 1888
Radford, Ill.	C. Shack	8.55	17.05		Fire	Mar. 19, 1888	8.54		\$17.05	Allowed	Dec. 12, 1888
Radford Station, Tenn.	B. E. Dodd	23.01			Burglary	Sept. 22, 1882	23.01			do	Feb. 5, 1889
Radolph, Kans.	Thomas Leach		\$45.00		In transit	Aug. 11, 1888				Withdrawn	June 25, 1889
Ranger, Tex.	T. O. Rawls			17.67	Fire	Oct. 16, 1888			17.67	Allowed	Dec. 26, 1888
Rancho, S. C.	J. F. Gaudin				do	Nov. 3, 1881				Dismissed*	Sept. 6, 1888
Raritan, N. J.	Patrick Burns	81.50			Burglary	Sept. 1, 1876	48.00			Allowed	Dec. 4, 1888
Raymond, Ill.	W. H. Bryant	124.00	35.00		do	Feb. 4, 1881	36.50			Disallowed	Jan. 28, 1889
Red Bird, Ill.	L. Jacobson	217.70			do	Aug. 21, 1886	217.70			Allowed	Jan. 14, 1889
Redwood City, Cal.	George Carl				do	Sept. 23, 1881				do	Jan. 4, 1889
Reed's Station, Ind.	H. H. Darter				Fire	June 7, 1878				Dismissed*	Sept. 6, 1888
Reese's Station, Ga.	J. A. Dugger		30.00		Burglary	Oct. 3, 1881				do	Do.
Regester, Pa.	William Regester	10.00			Fire	May 1, 1885	10.00			Allowed	Jan. 4, 1889
Rehoboth, Mich.	H. W. Koonce	20.00	21.44	44.39	Burglary	Sept. 5, 1883	20.00	\$21.44	44.39	do	Feb. 9, 1889
Rehoboth, Ohio	E. S. Rowland				do	Dec. 31, 1887			13.30	do	Oct. 23, 1888
Richards, Ind.	James W. Allen				Fire	May 12, 1883				do	Jan. 9, 1889
Richburg, S. C.	L. M. Fritch	2.37			Burglary	Mar. 19, 1888	2.37		34.95	do	Oct. 22, 1888
Rich Hill, Mo.	J. T. Backstrom		36.45		Flood	Feb. 24, 1884				Dismissed*	Sept. 6, 1888
Richland, Iowa	J. E. Howze	401.60			Burglary	Nov. 2, 1887	355.00			do	Feb. 9, 1889
Richmond, Mo.	George F. Huckleby	68.60			In transit	Oct. 2, 1883	58.00			Allowed	Jan. 23, 1889
Richmond, Ohio	Leola Bassett	1.00			Burglary	Nov. 22, 1886	1.00			do	Jan. 23, 1889
Richmond Centre, Ohio	S. T. Bassett		42.00	123.31	Fire	Mar. 8, 1888			123.31	do	Jan. 4, 1889
Richwood, Ohio	J. S. Gaskill				Burglary	Nov. 12, 1884				do	Jan. 9, 1889
Edgeville Corners, Ohio	E. S. Hubbard	96.60			Fire	May 10, 1877	96.60			Dismissed*	Sept. 6, 1888
Do	B. Fawver	34.30			Burglary	Feb. 15, 1888	34.30			Allowed	Feb. 9, 1889
Riding Sun, Ind.	F. A. Rowe	5.00		1.00	do	May 2, 1887	5.00		1.00	do	Dec. 28, 1888
Riverside, Ark.	S. M. Jones	52.92			Fire	Dec. 9, 1887	52.92			do	Jan. 4, 1889
Riverside, Iowa	D. W. Ott	15.00			Burglary	June 12, 1883				Disallowed	Jan. 9, 1889
Riverside, Ohio	E. Kennick	76.25			do	May 4, 1887				do	Jan. 28, 1889
Riverport, Ill.	H. C. Jess		10.00		do	Sept. 21, 1882				Dismissed*	Sept. 6, 1888
Rockdale, Tex.	R. C. Travers		242.42		Fire	June 4, 1888			242.42	Allowed	Jan. 25, 1889
Rockfield, Ind.	John Briggs	93.94			Burglary	Mar. 14, 1885				Disallowed	Feb. 9, 1889
Rock Lick, Ky.	L. Wheatley				Fire	Mar. 25, 1874				Dismissed*	Sept. 6, 1888
Rockport, Ga.	W. C. Stovall	39.00			In transit	July 1, 1882				Disallowed	Mar. 14, 1889
Rockport, Miss.	B. F. Brown	14.55			Burglary	Mar. 24, 1888				do	Nov. 12, 1888
Rocky, Tex.	E. M. Chandler	11.00		21.25	Fire	July 15, 1887	11.00			Allowed	Dec. 28, 1888

Reinold, Ill.	R. G. Rice	00.00	00.00	do	Mar. 10, 1886	Disclaimed*	Sept. 6, 1889
Rollersville, Ohio	Isaac Smith			do	June 11, 1872	Disallowed	Jan. 6, 1889
Rolling Fork, Miss.	Le A. Lloyd	273.00		do	Apr. 27, 1888	Disallowed	Sept. 6, 1888
Rome, Ga.	W. H. Adams	9.00		Theft	Mar. 3, 1879	Allowed	Dec. 14, 1888
Romine's Mills, Va.	M. B. Demaison	63.35		Burglary	Mar. 15, 1888	do	Jan. 13, 1889
Roscoe, Dak.	Zach. T. Sutley		13.00	Fire	Mar. 6, 1873	do	Nov. 13, 1888
Roscoe, Ohio	Mrs. R. J. Hooker	39.00		do	Feb. 28, 1882	Disclaimed*	Sept. 6, 1888
Roseville, Miss.	T. R. McGahey			Flood	Aug. 24, 1874	do	Do.
Rural Ridge, Pa.	Elizabeth Leslie	2.50		Fire	June 14, 1877	Allowed	Feb. 5, 1889
Rushville, Mo.	E. Watson	263.24		do	Sept. 16, 1879	do	Mar. 2, 1889
Russellville, Tenn.	J. H. Cook	37.07		Burglary	Nov. 12, 1884	do	Dec. 28, 1889
Russellville, Ind.	W. M. Miller			do	Jan. 22, 1881	Disclaimed*	Sept. 6, 1888
Saginaw, Mich.	George T. Lewis		37.00	Fire	Aug. 8, 1888	Allowed	Feb. 5, 1889
St. Anne, Ill.	St. George	6.90		Burglary	Feb. 5, 1888	do	Mar. 2, 1889
St. Anthony Park, Minn.	Jos. Guerin	5.00		Fire	Oct. 31, 1887	Disclaimed*	Sept. 6, 1888
St. George, Del.	F. W. Pickard		22.90	In transit	Apr. 18, 1888	Allowed	Dec. 20, 1888
St. Louis, Mo.	A. N. Sutton		30.87	Burglary	Oct. 9, 1884	do	Oct. 20, 1888
Salamanca, N. Y.	R. D. Wells		321.84	Fire	Feb. 29, 1888	do	Nov. 13, 1888
Salmon, N. J.	C. E. Gallagher	4.81	115.00	Burglary	June 9, 1888	do	Oct. 22, 1888
Salem, Ohio	Robert Newell	641.54		do	Sept. 15, 1887	do	Jan. 28, 1889
Sandville, Iowa	F. W. Webster	983.03		Fire	Oct. 24, 1879	do	Oct. 22, 1888
Sanger, Tex.	H. J. Fellers	20.00		Burglary	July 3, 1888	Disclaimed*	Jan. 4, 1889
Santa Fe, N. Mex.	W. J. Bryan	0.40		Fire	Oct. 27, 1887	Allowed	Sept. 6, 1888
Santa Rosa, N. Mex.	F. M. Ready	4.95		Burglary	Mar. 24, 1888	do	Jan. 4, 1889
Sardonia, N. Y.	S. H. Bacon	38.63		do	July 17, 1882	do	Jan. 4, 1889
Sargent's, Colo.	J. T. Doyle	788.64		Fire	May 12, 1888	Disclaimed*	Sept. 6, 1888
Satilla Bluff, Ga.	A. Cording	147.08		Burglary	Feb. 3, 1885	Allowed	Oct. 22, 1888
Saxton, Mo.	A. Sellman	8.60		do	Mar. 7, 1888	do	Mar. 14, 1889
Schackelcoke, N. Y.	George W. Cook	46.56		Fire	Apr. 17, 1888	do	Nov. 13, 1888
Schock's Mills, Pa.	E. Dale	3.67		Burglary	Dec. 7, 1873	Disclaimed*	Sept. 6, 1888
Schoelch Landing, N. Y.	R. A. Houghton	152.24		Fire	July 7, 1880	Allowed	Jan. 4, 1889
Schoen II.	John E. Stocker	11.26	61.08	do	Sept. 14, 1886	Disallowed	Dec. 28, 1888
Schoen III.	A. Jackson	15.67		Burglary	June 11, 1888	Allowed	Jan. 4, 1889
Schoen IV.	P. Derringer	12.76		do	Sept. 3, 1886	do	Do.
Schoen V.	D. Albright	21.81		do	Sept. 15, 1885	do	Dec. 28, 1888
Schoen VI.	J. S. Penabaz	10.00		do	June 10, 1888	do	Mar. 14, 1889
Schoen VII.	William McKinley	12.00		do	Sept. 13, 1887	do	Feb. 5, 1889
Schoen VIII.	J. C. Basham	34.10		do	July 2, 1888	do	Do.
Schoen IX.	S. Shoemaker	50.09		do	Apr. 26, 1888	do	Do.
Schoen X.	F. L. Poor	38.18		do	Aug. 8, 1886	do	Do.
Schoen XI.	J. D. Callall	11.66		do	May 31, 1883	do	Do.
Schoen XII.	E. A. Ray	34.28		do		do	Do.
Schoen XIII.	Thomas Chambers	16.00		do		do	Do.

\* Dismissed September 6, 1888, "were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.  
 \* Money received.  
 \* Loss was not reported at or about the time it occurred.  
 \* Claim for money-order funds disallowed; loss resulted from negligence.  
 \* Insufficient proof of loss allowed.



EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Post-offices.	Postmasters.	Amounts claimed.		Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.			Postal funds.	M. O. funds.	Stamps, etc.		
Saverville, Tenn	A. P. Rawlings		\$21.00	In transit	Jan. 21, 1888				Allowed	Jan. 8, 1889
Saxton, Ark	W. M. Goddard	\$5.00		Burglary	Jan. 17, 1884				do	Dec. 12, 1885
Seymour, Wis	T. H. Mitchell		\$15.00	Fire	Jan. 17, 1880				Dismissed	Sept. 6, 1888
Shawtown, Ohio	T. H. Bushong	1.25	19.74	do	May 23, 1888			\$19.74	Allowed	Jan. 8, 1889
Shirley Village, Mass	T. L. Hazen	6.92		Burglary	June 18, 1887	8.00			do	Feb. 5, 1889
Shoreham, Vt.	R. H. Preble	11.66		do	Oct. 9, 1885	10.48			do	Oct. 27, 1888
Shrewsbury, Mass	C. J. Nourse	73.90		do	May 12, 1887	73.90			do	Feb. 9, 1889
Sigel, Mo	J. A. Rabbitt			Fire	Aug. 18, 1883				Dismissed	Sept. 6, 1888
Signal, Ark	W. Koshland	113.65		In transit	Jan. 5, 1889				do	June 28, 1889
Silver Creek, Pa	Sallie A. Ellis	83.06		Burglary	Mar. 8, 1883	81.06			Allowed	Jan. 4, 1889
Sims' Store, Ky	R. S. Pool	7.19		do	July 5, 1880	7.19			do	Do.
Sinclair, Ill	T. A. Winkley	2.00		do	Jan. 28, 1884	6.00			do	Jan. 8, 1889
Snodgrass, Wash	W. W. Pettit			do	Mar. 7, 1887				do	Feb. 9, 1889
Socorro, N. Mex	Ira E. Leonard	102.42		In transit	May 6, 1888				do	Dec. 4, 1888
Soda Springs, Idaho	L. C. Eastman		8.85	Burglary	May 6, 1888			8.85	do	Nov. 13, 1888
Sodus, N. Y.	L. M. Gaylord	114.39		do	July 27, 1883	114.00			do	Jan. 17, 1889
Somerset, Ill	H. L. Von Lieben	16.00		do	May 31, 1887	10.00			do	Jan. 28, 1889
Somerset, Ind	J. M. Ferrie	15.60		do	May 20, 1882	15.00			do	Mar. 9, 1889
Somerset, N. Y.	J. J. Magruder		210.00	In transit	Feb. 9, 1888			210.00	do	Dec. 20, 1888
South Bethlehem, N. Y.	H. F. Herick	255.00		Burglary	Sept. 29, 1883	255.00			do	Jan. 9, 1889
South Bethlehem, N. Y.	J. H. Schoonmaker	2.00		do	July 28, 1884	2.00		.74	do	Jan. 8, 1889
South Charleston, Ohio	L. K. Barnard	17.30		do	Nov. 4, 1885	17.30			do	Nov. 13, 1888
South Covington, Ky	H. H. Hunter		5.50	do	Sept. 24, 1875				Dismissed	Sept. 6, 1888
South Ellet, Me.	J. W. McKim	4.20		Fire	July 2, 1883	4.20		6.84	Allowed	Jan. 17, 1889
South Euclid, Ohio	J. W. McKim		6.84	Burglary	June 5, 1888				do	Do.
South Fork, N. Mex.	J. H. Blazer	21.74		Fire	Dec. 7, 1884	24.74			do	Jan. 9, 1889
South Point, Mo	J. F. Schulz	13.13		do	Feb. 25, 1885				Dismissed	Dec. 29, 1888
Southport, Conn	L. F. Sherwood			Burglary	Oct. 21, 1875				Dismissed	Sept. 6, 1888
Southworth, Ohio	H. C. Miller	13.26		Fire	July 13, 1874	50.66			Allowed	Dec. 26, 1888
Sparta, Oregon	W. W. Ross	56.66		do	Mar. 7, 1883				Dismissed	Sept. 6, 1888
Sparsville, La	R. W. Goyne			In transit	Dec. 27, 1888				do	June 28, 1889
Spencer, Ark	R. W. Wade		9.00	Burglary	May 23, 1876				do	Sept. 6, 1888
Spickardville, Mo	D. J. Lindsey			Fire	July 14, 1872				do	Do.
Spring Brook, N. Y.	S. Northrup		2.50	Burglary	Nov. 5, 1882				Allowed	Jan. 17, 1889
Springdale, Iowa	W. William Mather	40.43		do	Dec. 31, 1883				Dismissed	Feb. 5, 1889
Springerton, Ill	J. W. Springer	10.50		do	Mar. 26, 1888			6.44	Allowed	Nov. 13, 1888
Springfield, N. J.	J. T. Stickley		6.44	do	Dec. 26, 1888				Dismissed	Sept. 6, 1888
Springfield, Wis	E. E. Farnum	15.00		Fire	Feb. 28, 1874				do	Jan. 8, 1889
Spring Hill, Kans	S. W. Young	141.10		Burglary	Feb. 23, 1888			41.10	Allowed	Jan. 8, 1889
Do	do		141.10	do	do			100.00	do	Jan. 17, 1889



Spring Hill, Mo	B. E. Kenady	25.14	Fire	Feb. 17, 1880	12.44	Dismissed*	Sept. 6, 1888
Springville, Ill	J. T. S. Linn		Burglary	Dec. 5, 1881		Allowed	Jan. 9, 1889
Springtown, Ind	John Ferguson*		Fire	Apr. 21, 1876		Disallowed	Jan. 9, 1888
Stafford, Tex	J. C. Fowler	14.05	do	Dec. 31, 1877		Disallowed	Sept. 6, 1888
Stansberry, Mo	J. T. Dunn*	80.00	In transit	Dec. 31, 1888		do	May 14, 1889
Stanton, Pa	E. Reltz		Burglary	Apr. 19, 1882		do*	Sept. 6, 1888
Stewart Ky	G. N. Campbell		Fire	Jan. 21, 1882		do	Do
Stewartville, N. J	A. R. Case	12.00	Burglary	Jan. 25, 1875	12.00	Allowed	Jan. 9, 1889
Stillwell, Ind	James H. Taylor	36.10	do	Sept. 4, 1887		do	Oct. 22, 1888
Stillwell's Mills, N. C	Sylvester Albin		Fire	July 19, 1887		Disallowed*	Sept. 6, 1888
Stone City, Iowa	James F. Kane*	6.00	Fire	May 22, 1888	6.00	Allowed	Dec. 20, 1888
Stony Hollow, N. Y	R. H. Urell	20.00	Burglary	Aug. 11, 1887	22.00	do	Jan. 17, 1889
Stratford, Mo	W. D. Picket	22.00	do	May 22, 1888		do	Mar. 2, 1889
Stratford, Pa	John K. Young	5.10	do	Aug. 19, 1875		do	Nov. 13, 1888
Stratford, Mich	W. Strause	19.21	do	May 20, 1888		Disallowed	Sept. 6, 1888
Stratford, Ill	M. J. Finck*	37.32	do	Oct. 30, 1888		do	Jan. 17, 1889
Strong, Kans	J. L. Cochran*	13.53	do	Mar. 1, 1887		do	Jan. 17, 1889
Succasa, N. C	J. W. McCordle	13.17	do	Aug. 6, 1888		Disallowed*	Sept. 6, 1888
Sugar Loaf, Tex	W. W. W. McCordle	15.00	Fire	Oct. 5, 1879	39.97	Allowed	Mar. 14, 1888
Suggsville, Ala	Ira D. Fortis	39.97	Burglary	Mar. 7, 1888		Disallowed*	Sept. 6, 1888
Sullivan, Centre, Ill	E. K. Brown	35.00	do	July 4, 1877		Disallowed*	Jan. 4, 1889
Sulphur Creek, Ky	Peter Kingery	18.50	do	Jan. 27, 1888		Allowed	Sept. 6, 1888
Sulphur Springs, Tex	W. A. Wortham*	97.87	do	Oct. 10, 1885		Disallowed	Dec. 2, 1889
Summit, N. Y	Frank Wood	20.00	Fire	June 8, 1875		Disallowed	Sept. 6, 1888
Do	R. P. Godbold*		In transit	Mar. 7, 1889		Withdrawn	June 12, 1889
Summit, N. J	W. J. Persell		Fire	Apr. 13, 1888		Disallowed*	Sept. 6, 1888
Summit, N. Y	Bridget Lane	64.10	Burglary	Aug. 14, 1875	64.10	Allowed	Oct. 22, 1888
Sumner, Mich	J. Robinson	21.42	do	Oct. 18, 1883		Disallowed*	Sept. 6, 1888
Sumner, Tenn	E. L. Drake*		do	Oct. 18, 1883		Disallowed	Jan. 9, 1889
Sumpter, Ga	J. T. Thomas	10.40	Fire	Aug. 9, 1888		Allowed	Jan. 4, 1889
Sunnyvale, Ga	J. T. Gray	43.44	do	May 9, 1884		do	Dec. 28, 1888
Swan, Iowa	Charles G. Brous	32.82	Burglary	Oct. 5, 1887	5.00	do	Oct. 22, 1888
Swanton, Vt	J. P. Jewett	73.01	do	July 15, 1884	73.01	do	Feb. 9, 1889
Swanville, Ind	W. Halston	3.00	do	June 7, 1877		Disallowed*	Sept. 6, 1888
Swygert, Ill	C. K. Brittenham		Fire	Oct. 14, 1882		do	Do
Tanawoa, Ill	J. G. Thompson	8.00	Burglary	July 14, 1874		Allowed	Jan. 17, 1889
Tarville, Conn	Philo B. Cox	7.87	do	May 31, 1883	7.87	Disallowed	Dec. 4, 1888
Taylorville, Ga	George W. Pencock*	41.00	Fire	Oct. 22, 1881		Allowed	Mar. 9, 1888
Tazewell C. H., Va	James McCalla	60.00	In transit	Feb. 17, 1885	60.00	do	Jan. 8, 1889
Telephone, Tex	I. M. Kimmus	50.00	Fire	Feb. 6, 1888		do	Dec. 28, 1888
Tenille, Ga	M. G. Hatch	24.97	Burglary	Aug. 28, 1880	24.97	do	Mar. 9, 1889
Thayer, Mo	T. E. Faber	8.70	do	May 17, 1885		do	Nov. 13, 1888
Thomaston, Ga	J. D. Alexander*	3.00	In transit	Feb. 16, 1888		Disallowed	

\*The cases reported as "dismissed September 6, 1888" were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

\* Money recovered.  
 \* No satisfactory proof of loss.  
 \* Loss resulted from negligence of claimant.  
 \* No evidence that loss was reported at or about the time it occurred.  
 \* Additional allowance to correct error in allowance of January 8, 1889.

\* Not presented within the time required by statute.  
 \* Remainder of stamps recovered.  
 \* Money found by claimant in his own office.  
 \* Claim was not made within the time prescribed by statute.  
 \* Remittance was not made in compliance with instructions.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Thorndike, Mass.	John A. Wright	\$75.00			Burglary	Aug. 1, 1882				Dismissed	Dec. 20, 1888
Thornton's Ferry, N. H.	George Albice		\$5.00		do	Sept. 17, 1883				Dismissed *	Sept. 6, 1888
Throon, Ind.	John L. Smith	20.00			do	Nov. 23, 1883	\$1.50		\$9.71	Allowed	Jan. 17, 1889
Throon, Mich.	C. W. McKinstry	71.20			do	Nov. 17, 1885				do	Jan. 4, 1889
Thibaultville, Iowa.	D. S. Irvine		10.00		do	do				Dismissed *	Sept. 6, 1888
Tiffin, Ohio	Levi Welch	60.60			do	Apr. 25, 1871	30.00			Allowed	Jan. 17, 1889
Tonah, Wis.	H. S. Beardsley	92.94			do	Oct. 11, 1882	92.94			do	do
Tonawanda, N. Y.	J. Stanley		5.00		do	Nov. 16, 1879				Dismissed *	Sept. 6, 1888
Torrence, Miss.	S. M. Jones		140.00		Fire	Apr. 18, 1882				do	do
Tracy, Ohio	George W. Mohr	102.00			Burglary	Jan. 29, 1883	52.00			Allowed	Mar. 14, 1889
Tray, Mo.	J. N. Murray	20.06			do	Aug. 29, 1883				Dismissed *	Sept. 6, 1888
Tune, Tex.	J. N. Murray	54.45			Fire	Jan. 29, 1883	10.00			Allowed	Dec. 9, 1888
Tunnel Hill, Ga.	Jennie B. Peck				In transit	May 17, 1885				Dismissed	Mar. 1, 1889
Do	A. E. Richardson	64.62			Fire	Apr. 1, 1887				Dismissed	Sept. 6, 1888
Turner, Ill.	J. B. Chandler	30.00			Burglary	Aug. 4, 1885	64.62			Allowed	Sept. 6, 1888
Turner, N. C.	W. L. Bonney	37			do	Feb. 17, 1888	28.00			do	Jan. 37, 1889
Tweed, N. C.	C. L. Jenkins	31.22			Fire	July 10, 1887	37		31.22	do	Jan. 37, 1889
Twin Lakes, Fla.	W. F. Jackson	75			Burglary	May 15, 1882			.75	do	Dec. 26, 1888
Two Ark.	M. A. Bennett		28.00		do	Mar. 8, 1885	3.00			Dismissed *	Mar. 6, 1889
Ultima, Ark.	W. K. Dollen	3.00			Fire	Apr. 30, 1887			19.35	Allowed	Sept. 6, 1888
Union, Ark.	S. E. Johnson	15.00			Burglary	Apr. 30, 1887	15.00			do	Mar. 2, 1889
Union City, Conn.	C. H. Smith	6.91			do	Aug. 17, 1887				Dismissed	Dec. 29, 1888
Union City, Tenn.	B. F. Seares	50.00			do	Dec. 9, 1887	50.00			Allowed	Feb. 14, 1889
Union Hill, Va.	J. A. Street	18.50		5.00	Fire	Apr. 23, 1876				Dismissed *	Sept. 6, 1888
Unionport, Pa.	J. W. Plaster	40.00			do	Feb. 1, 1882	4.00			Allowed	Mar. 6, 1889
Uniontown, W. Va.	O. J. Sturgis				Fire	Apr. 30, 1884	25.00			do	Mar. 2, 1889
Uniontown, W. Va.	A. B. Johnston				Burglary	Aug. 6, 1886	50.00			Dismissed *	Sept. 6, 1888
Unionville, Mo.	Alex. Eason	59.00			Fire	Sept. 19, 1884	4.00			Allowed	Jan. 4, 1889
Unionville, Va.	Mrs. T. S. Kercheval	24.49			do	do				do	Jan. 9, 1889
Unity, Mo.	J. Harmon		30.00		do	July 12, 1878				Dismissed *	Sept. 6, 1888
Upper Red Hook, N. Y.	W. H. Teator				Burglary	Sept. 10, 1887	6.11			Withdrawn	Dec. 4, 1888
Upton, N. Y.	E. E. Shaw	5.11			do	Sept. 10, 1887				Allowed	Nov. 13, 1888
Uvalde, Tex.	N. L. Stratton	35.00			Fire	Jan. 20, 1884	33.00			do	Mar. 9, 1889
Valerius, Mo.	R. L. Crabbe	4.40			Burglary	Jan. 20, 1887	4.00			do	Jan. 28, 1889
Valerius, Mo.	H. E. Bibbes	35.00			do	Dec. 30, 1886	33.00			do	Jan. 4, 1889
Valley Mines, Mo.	F. D. Heaton	14.35			do	Aug. 17, 1884	14.35			do	Mar. 14, 1889
Valley Mills, Kans.	W. C. Bulard		\$45.00		In transit	Sept. 27, 1888				Dismissed	Jan. 4, 1889
Valley Mills, Tex.	J. F. Parker	25.00			Storm	Feb. 27, 1882	20.00			Allowed	Mar. 14, 1889
Valuer, Ohio	William Alsap	13.00			In transit	Aug. 20, 1888				Dismissed	Mar. 1, 1889

Yassar, Mich	William Lake	152.25	Burglary	Jan. 29, 1881	152.25	Allowed	Jan. 9, 1889
Yentoe, Ill	H. Robinson		do	Mar. 12, 1880		Disallowed	Sept. 6, 1888
Yerona, Ky	J. L. Benedict		Fire	Jan. 24, 1873		do	Do
Yerrall, Mo	J. B. Sprinkle	25.00	do	Oct. 23, 1885		Disallowed	Jan. 17, 1889
Yickburch, Mich	J. H. McMaster	8.15	Burglary	Dec. 3, 1887	8.15	Allowed	Mar. 7, 1889
Victor, Y. Mich	D. W. Billings		Fire	Aug. 27, 1876		Disallowed	Sept. 6, 1888
Vienna, Ga	C. T. Stovall	115.00	do	May 1, 1882		do	Do
Vinton Station, Ohio	E. Elliott		do	Dec. 27, 1882		do	Do
Viola, Del	James A. Farlow	3.00	Burglary	June 24, 1888	3.00	Allowed	Feb. 5, 1889
Virginia, Kans	H. H. Purdy	3.23	do	Apr. 5, 1888		do	Feb. 5, 1889
Vaalia, Ky	F. P. Caldwell		Fire	June 15, 1882	1.55	Disallowed	Sept. 6, 1888
Vaulture, Ariz	L. H. Levy		do	June 28, 1886	98.14	Allowed	Mar. 7, 1889
Wadham's Grove, Ill	James H. Orborn		do	Apr. 15, 1888	18.00	do	Mar. 2, 1889
Wadham's Mills, N. Y	D. F. Payne		Burglary	Mar. 31, 1878		Disallowed	Sept. 6, 1888
Waldo, Fla	Edwin Forrest	722.49	do	Dec. 23, 1881	199.44	Allowed	Sept. 6, 1888
Walker, Mich	H. Austin	2.00	do	June 1, 1888	2.00	do	Jan. 17, 1889
Walker, Mo	J. H. Clapper	45.00	do	June 20, 1888	45.00	do	Jan. 21, 1889
Wall Lake, Iowa	H. B. Allen	25.90	do	June 20, 1882	25.90	do	Dec. 24, 1888
Walton Prairie, Ill	Robert Williams		do	June 20, 1882		do	Dec. 24, 1888
Wausley's, Ohio	J. W. McCormick		do	June 20, 1887		Disallowed	Sept. 6, 1888
Warrenburg, Ill	J. L. Kennedy	17.00	Fire	Mar. 18, 1885	97.13	Allowed	Jan. 31, 1889
Warrenburg, Colo	F. B. Ritchie		Burglary	Apr. 25, 1874		Disallowed	Sept. 6, 1888
Warrenburg, N. Y	M. A. Dickinson	3.70	do	Aug. 2, 1874		Disallowed	Feb. 5, 1889
Washington, Pa	M. A. Champion		do	June 2, 1874		Disallowed	Sept. 6, 1888
Washington, Minn	Freud Miller	16.59	do	May 14, 1882		Disallowed	Feb. 5, 1889
Washington, D. C	D. B. Singer	183.00	do	May 7, 1882	183.00	Disallowed	Dec. 4, 1888
Watsonburg, N. Y	A. S. Smith		do			Allowed	Sept. 6, 1888
Watsonburg, Ill	Donald McNeal	21.00	Fire	Feb. 9, 1879	10.00	Allowed	Feb. 5, 1889
Waukegan, Wis	Charles Brander	33.84	Burglary	Apr. 26, 1882	13.00	do	Jan. 24, 1889
Waverly, Ohio	M. Hittell	5.26	do	Oct. 13, 1887	6.26	do	Oct. 27, 1888
Wawaka, Ind	M. Hittell	2.00	do	Nov. 13, 1887	1.50	do	Dec. 24, 1888
Wayland, Mich	John Chapin	126.31	do	Mar. 29, 1881	136.31	do	Feb. 9, 1889
Webster, N. C	Mrs. Lulu Terrell	16.00	In transit	Mar. 29, 1881		Disallowed	July 25, 1888
do	do	75.00	do	Mar. 29, 1881		do	July 25, 1888
do	do	5.00	do	Mar. 29, 1881		do	July 25, 1888
Webster Groves, Mo	D. Alexander	50.00	Burglary	Aug. 20, 1880	50.00	Allowed	Mar. 14, 1889
do	do	23.00	do	Oct. 7, 1885	17.14	do	Jan. 8, 1889
Wedron, Ill	R. Wright		do	Aug. 23, 1881		Disallowed	Sept. 6, 1888
Wendepore, N. Y	E. W. Turner	12.10	do	Mar. 1, 1887		Disallowed	Jan. 4, 1889
Wells, N. Y	W. W. Hummel	100.00	Fire	Sept. 19, 1878		Disallowed	Sept. 6, 1888
Wells, N. Y	W. W. Burnham	234.91	Burglary	Oct. 1, 1880		do	Sept. 6, 1888
Wells, N. Y	W. W. Burnham	17.30	Fire	Oct. 1, 1880		do	Sept. 6, 1888
Wells, Pa	J. W. Ward	8.61	do	Oct. 1, 1880		do	Sept. 6, 1888
Wellsville, N. Y	J. W. Ward	52.64	Burglary	Oct. 1, 1880		Allowed	Oct. 22, 1888
West Auburn, Mo	John M. Perry	59.20	do	Oct. 1, 1880	24.20	do	Jan. 4, 1889

The cases reported as "dismissed" September 6, 1888, were, in most instances, filed prior to March 17, 1882, and were recorded under the supposition that credit or reimbursement would be demanded under the act of that date; after, no formal claims having been made, they were dismissed from further consideration.

1 Money refunded to claimant by surties of letter-carrier by whom it was stolen.  
 2 Money refunded to claimant by mail contractor.  
 3 No satisfactory proof of loss.  
 4 Loss not reported at or about the time it occurred.  
 5 Money recovered.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Post-offices.	Postmasters.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
West Bend, Iowa.....	R. M. J. McFarland	\$79.60		\$94.84	Burglary	Oct. 16, 1887			\$94.84	Allowed	Oct. 22, 1888
West Chester, Conn.....	E. F. Dunham				do	Aug. 26, 1887	\$73.35			do	Oct. 27, 1888
West Chester, Pa.....	John A. Pyle	2.63		30.22	Fire	Aug. 12, 1888			30.22	do	Mar. 14, 1889
West Durham, Mass.....	C. H. Ellis				do	Apr. 17, 1887	2.62			do	Dec. 4, 1888
Western Park, Kans.....	Charles Huber			10.99	do	July 12, 1888			19.99	do	Mar. 14, 1889
Westfield, Ill.....	W. A. Snider	100.00	\$134.09	12.00	Burglary	Sept. 9, 1882	151.00	\$74.09	95.38	do	Jan. 11, 1889
West Hingham, Mass.....	Eda F. Lincoln	20.00			do	May 29, 1884				do	Jan. 4, 1889
Westland, Ohio.....	I. H. Winner			30.00	do	Sept. 24, 1887			26.08	do	Oct. 22, 1888
West Lebanon, N. Y.....	S. J. Winsted				Fire	Mar. 27, 1872				Dismissed	Sept. 6, 1888
West Lodi, Ohio.....	W. H. Shetterly			50.00	do	Feb. 24, 1879				do	Sept. 6, 1888
West Madison, Pa.....	H. Bradshaw				do					do	Sept. 6, 1888
West Madison, Ind.....	A. E. Randall	34.35			Burglary	Oct. 26, 1887	34.35			Allowed	Dec. 26, 1888
West Middletown, Pa.....	T. T. Wilson			40.40	do	Apr. 7, 1878				Dismissed	Sept. 6, 1888
West Mill Creek, Pa.....	N. Sandy	14.36			Fire	Sept. 3, 1874				Dismissed	Feb. 5, 1889
Westminster, Md.....	A. A. Huber	30.00			Burglary	Jan. 10, 1885	30.00			Allowed	Dec. 12, 1888
West Newbury, Vt.....	J. E. Darling			9.00	Fire	Feb. 23, 1888			9.00	do	Dec. 4, 1888
West Rutland, Vt.....	J. L. Gilmore	9.00			Burglary	Jan. 17, 1881				Dismissed	Sept. 6, 1888
Wheat, Tenn.....	J. L. McKimney	42.34		8.00	do	July 15, 1887	32.59			Dismissed	Jan. 17, 1889
Wheeling, Neb.....	George N. Bishop				do	Sept. 18, 1885				Allowed	Mar. 1, 1889
Wheeling, Iowa.....	C. V. Polson	7.42		.95	Burglary	Oct. 3, 1881	7.42		.95	Dismissed	Sept. 6, 1888
White Ash, Iowa.....	M. Clark	7.42			do	Dec. 9, 1883	5.00			Allowed	Oct. 22, 1888
Whitesburg, Ga.....	J. T. Davenport	5.00			do	Apr. 13, 1887				do	Oct. 22, 1888
Whitesburg, Tenn.....	G. Smith				do	Apr. 2, 1872				Dismissed	Sept. 6, 1888
White Springs, Fla.....	O. K. Paxton	131.54	2.00		In transit	Nov. 22, 1888				do	Feb. 14, 1889
White Sulphur Springs, W. Va.....	J. M. Fite	10.00			Burglary	June 14, 1885	90.20			Allowed	Jan. 11, 1889
Whitesville, Ky.....	T. C. Floyd	12.00			In transit	Sept. 17, 1881	9.00			Dismissed	Sept. 6, 1888
Whitesville, Ohio.....	W. B. Chapman				Burglary	July 11, 1883				Allowed	Jan. 9, 1889
Wigginsville, Ohio.....	J. M. Miller	17.00			Fire	Dec. 10, 1883				Dismissed	Sept. 6, 1888
Wilcox, Neb.....	V. A. Mantel	1.74			Burglary	Apr. 10, 1888	17.00			Allowed	Jan. 17, 1889
Williams, Ind.....	H. Cox				do	Apr. 1, 1887	1.74			do	Mar. 14, 1889
Williamsburg, Ark.....	J. P. Williams			10.00	Fire	July 16, 1881			39.11	do	Oct. 22, 1888
Williamsburg, Ky.....	M. V. B. Sutton	110.35			Burglary	Feb. 13, 1884	105.88			Dismissed	Sept. 6, 1888
Williamsburg, W. Va.....	A. G. Handley	28.22			do	Apr. 13, 1883	28.22			do	Feb. 14, 1889
Wilford, Ark.....	T. B. Hall	26.00			Fire	May 29, 1887	21.00			do	Jan. 8, 1889
Williamette, Conn.....	James Walden			8.00	Burglary	Mar. 13, 1882				Dismissed	Dec. 28, 1888
Williamette, Ohio.....	John S. Ellen	155.39			do	June 24, 1887	155.39			Dismissed	Sept. 6, 1888
Willoughby, Mo.....	E. J. Mathers			2.60	Fire	Aug. 19, 1887			8.81	Allowed	Oct. 27, 1888
Willow Brook, Mo.....	J. Smith			22.50	do	Mar. 10, 1888				Dismissed	Dec. 26, 1888
Willow Hole, Tex.....	W. F. Weber	115.65	107.44	361.48	Burglary	Mar. 10, 1888	115.65	107.44	361.48	Allowed	Mar. 2, 1889
Wills Point, Tex.....										do	Dec. 26, 1888

Location	Name	Amount	Loss	Case	Date	Dismissed	Amount	Date
Wilsonville, Iowa	F. M. Harlan*	9.00	180.00	Fire	May 10, 1887	Dismissed	180.00	Jan. 9, 1889
Wilson, Conn.	A. Seymour	9.00	180.00	Fire	Nov. 17, 1874	do	180.00	Sept. 6, 1888
Wilson, N. H.	W. J. Bradbury	9.00	180.00	Burglary	Sept. 12, 1873	Allowed	180.00	Sept. 6, 1888
Do	A. E. Jacques	9.00	180.00	Burglary	Sept. 23, 1884	do	180.00	Mar. 9, 1889
Winchester, Mass.	P. E. Merrill	9.00	180.00	do	Mar. 5, 1876	do	180.00	Feb. 14, 1889
Winchester, Ind.	C. W. May	9.00	180.00	do	July 14, 1873	Dismissed*	180.00	Sept. 6, 1888
Winchester, N. C.	C. P. Mallet	9.00	180.00	Fire	Feb. 27, 1883	Dismissed*	180.00	Sept. 6, 1888
Wink, Ohio	A. S. Gentry	9.00	180.00	Fire	Apr. 21, 1884	Allowed	180.00	Feb. 9, 1889
Winnipeg City, Minn.	J. F. Winship	9.00	180.00	Burglary	Feb. 11, 1887	do	180.00	Nov. 14, 1888
Do	D. L. Young	9.00	180.00	Burglary	Apr. 21, 1884	Dismissed*	180.00	Mar. 14, 1889
Winona, Miss.	John R. Ergood	9.00	180.00	do	Apr. 11, 1883	Dismissed*	180.00	Sept. 6, 1888
Winter Park, Fla.	J. G. Marion	9.00	180.00	do	Jan. 23, 1884	Allowed	180.00	June 17, 1889
Winthrop, Me.	A. A. Shuler	9.00	180.00	Fire	Oct. 24, 1886	do	180.00	Nov. 13, 1888
Wolentville, Ind.	E. A. Winstead	9.00	180.00	Burglary	Dec. 5, 1880	do	180.00	Feb. 14, 1889
Woodburn, N. C.	E. F. Dell	9.00	180.00	Fire	Jan. 21, 1874	Dismissed*	180.00	Sept. 6, 1888
Woodbury, N. J.	W. M. Packer	9.00	180.00	Burglary	Sept. 23, 1883	Dismissed*	180.00	Jan. 17, 1889
Woodcliff, Ga.	W. R. Mendenhall	9.00	180.00	do	Dec. 28, 1874	Dismissed*	180.00	Sept. 6, 1888
Woodington, Ohio	D. B. Kilpatrick	9.00	180.00	Fire	Oct. 11, 1884	do	180.00	Dec. 4, 1888
Woodland, Mich.	D. E. Hazen	9.00	180.00	do	July 2, 1878	Allowed	180.00	Jan. 31, 1889
Woodland, Ohio	G. C. Robbins	9.00	180.00	do	Apr. 8, 1876	Dismissed*	180.00	Sept. 6, 1888
Woodstock, Conn.	W. T. Singleton	9.00	180.00	do	Mar. 15, 1880	Allowed	180.00	Feb. 9, 1889
Wortham, Tex.	A. S. Farrington	9.00	180.00	In transit	Feb. 9, 1884	do	180.00	Jan. 9, 1889
Wrentham, Mass.	A. L. Wright	9.00	180.00	Burglary	Aug. 2, 1886	Dismissed*	180.00	Oct. 22, 1888
Wright, S. F.	C. W. Kelly	9.00	180.00	do	Sept. 3, 1874	do	180.00	Sept. 6, 1888
Wye Mills, Md.	Lacy V. Groves	9.00	180.00	do	Oct. 3, 1881	Dismissed*	180.00	Sept. 6, 1888
Yarmouth, Me.	J. W. Tingst	9.00	180.00	do	Oct. 3, 1881	do	180.00	Oct. 3, 1888
Yingst, Mo.	E. F. Snell	9.00	180.00	Fire	Oct. 3, 1881	Allowed	180.00	Jan. 17, 1889
Yonkers, Cal.	L. A. Royester	9.00	180.00	Burglary	Oct. 3, 1881	do	180.00	Jan. 17, 1889
Young & Cross Roads, N. C.	U. A. Silcott	9.00	180.00	do	Oct. 3, 1881	do	180.00	Jan. 17, 1889
Ypsilanti, Mich.	C. Spencer	9.00	180.00	do	Oct. 3, 1881	do	180.00	Jan. 17, 1889

\* The cases reported as "Dismissed September 6, 1888," were, in most instances, filed prior to March 17, 1882, and were recorded under the appropriation that credit or reimbursement would be demanded under the act of that date; no formal claims having been made, they were dismissed from further consideration.

- 1 No satisfactory proof of loss.
- 2 Loss resulted from negligence of claimant.
- 3 Money recovered.
- 4 Date and cause of loss not shown.
- 5 Stamps recovered from burglary.

## EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

## SUMMARY OF ALLOWANCES.

Character of losses.	Causes of loss.				
	Fire.	Burglary.	In transit.	Miscellaneous.*	Total.
Postal funds.....	\$1,346.44	\$23,513.01	\$499.38	\$32.15	\$25,390.98
Stamps, etc.....	5,435.37	10,436.36	.....	40.97	15,912.70
Money-order funds.....	346.25	1,856.62	1,514.00	1,098.00	4,313.87
<b>Total.....</b>	<b>7,128.06</b>	<b>35,804.99</b>	<b>2,013.38</b>	<b>1,171.12</b>	<b>45,617.55</b>

\* Under this head are included two losses resulting from larceny under circumstances which the Postmaster-General regarded as equivalent to "unavoidable casualties."

## LEASES.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, showing number leased, salary of postmaster, term of lease, rental per annum, etc., June 30, 1889.

## POST-OFFICES.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
1	Birmingham, Ala.	1	\$3,100	Oct. 22, 1887	Oct. 22, 1892	5	\$1,800.00	
2	Hot Springs, Ark.	2	2,400	Jan. 1, 1887	Jan. 1, 1892	5	1,020.00	
3	Fresno City, Cal.	2	2,400	Oct. 8, 1888	Oct. 8, 1893	5	1.00	Heat and light
4	Marysville, Cal.	2	2,000	July 1, 1887	July 1, 1892	5	300.00	
5	Oakland, Cal.	1	3,200	Dec. 1, 1886	Dec. 1, 1891	5	1,200.00	
6	Red Bluff, Cal.	2	2,100	July 1, 1887	July 1, 1892	5	360.00	
7	Riverside, Cal.	2	2,300	Apr. 1, 1889	Apr. 1, 1894	5	1.00	
8	San Bernardino, Cal.	2	2,300	June 30, 1888	June 30, 1893	5	1.00	Heat.
9	San Diego, Cal.	1	3,000	do	do	5	1,200.00	Heat and light
10	Santa Ana, Cal.	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	300.00	
11	Stockton, Cal.	2	2,500	Aug. 1, 1882	Aug. 1, 1889	7	1.00	
12	Colorado Springs, Colo.	2	2,000	Feb. 1, 1886	Feb. 1, 1891	5	1.00	Do.
13	Denver, Colo.	1	3,500	July 1, 1885	July 1, 1889	4	1.00	
14	Denver, Colo.*			July 1, 1886	do	3	600.00	
15	Greeley, Colo.	2	2,000	Apr. 1, 1889	Apr. 1, 1894	5	600.00	Do.
16	Pueblo, Colo.	2	2,600	May 1, 1887	May 1, 1892	5	1.00	
17	Ansonia, Conn.	2	2,400	Oct. 1, 1885	Oct. 1, 1889	4	800.00	Heat.
18	Ansonia, Conn.*			Sept. 1, 1887	do	2 1/2	100.00	Do.
19	Birmingham, Conn.	2	2,300	July 1, 1886	July 1, 1891	5	1,000.00	
20	Bridgeport, Conn.	1	3,100	Mar. 31, 1888	Mar. 31, 1893	5	3,087.50	Do.
21	Danbury, Conn.	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	700.00	Heat and light.
22	New Britain, Conn.	2	2,600	June 30, 1888	June 30, 1893	5	1,045.00	Heat.
23	New London, Conn.	2	2,600	Oct. 1, 1888	Oct. 1, 1893	5	2,500.00	Heat and light.
24	Stamford, Conn.	2	2,500	Jan. 1, 1888	Jan. 1, 1893	5	1,100.00	Heat.
25	Wallingford, Conn.	2	2,200	Dec. 12, 1887	Dec. 12, 1892	5	650.00	Heat and light.
26	Waterbury, Conn.	2	2,800	Apr. 1, 1886	Apr. 1, 1890	4	1,850.00	Heat.
27	Aberdeen, Dak.	2	2,300	Dec. 6, 1887	Dec. 6, 1892	5	800.00	
28	Fargo, Dak.	2	2,600	Jan. 1, 1886	Jan. 1, 1890	4	900.00	
29	Sioux Falls, Dak.	2	2,500	Feb. 1, 1888	Feb. 1, 1893	5	1,200.00	Heat and light.
30	Orlando, Fla.	2	2,100	Apr. 18, 1888	Apr. 18, 1893	5	480.00	
31	Augusta, Ga.	2	2,900	Feb. 1, 1886	Feb. 1, 1890	4	1,000.00	
32	Columbus, Ga.	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	1,200.00	
33	Rome, Ga.	2	2,300	June 30, 1888	June 30, 1893	5	600.00	
34	Savannah, Ga.	1	3,200	Dec. 1, 1885	Dec. 1, 1890	5	1,850.00	
35	Belleville, Ill.	2	2,100	Oct. 1, 1888	Oct. 1, 1893	5	450.00	Heat and light.
36	Bloomington, Ill.	2	2,900	Oct. 1, 1886	Oct. 1, 1891	5	1,250.00	
37	Champaign, Ill.	2	2,300	May 15, 1886	May 15, 1890	4	600.00	
38	Danville, Ill.	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	600.00	Heat.

\* Additional room.

## LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

## POST-OFFICES—Continued.

No.	Office.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
39	Decatur, Ill.....	2	\$2,700	June 30, 1888	June 30, 1893	5	\$900.00	
40	Dixon, Ill.....	2	2,100	Sept. 15, 1887	Sept. 15, 1892	5	175.00	
41	Elgin, Ill.....	2	2,800	Feb. 23, 1888	Feb. 23, 1893	5	1,500.00	
42	Englewood, Ill.....	2	2,400	Oct. 1, 1887	Oct. 1, 1892	5	500.00	Heat and light.
43	Freeport, Ill.....	2	2,600	Nov. 1, 1887	Nov. 1, 1892	5	600.00	
44	Galesburg, Ill.....	2	2,700	Nov. 1, 1885	Oct. 31, 1889	4	900.00	
45	Jacksonville, Ill.....	2	2,500	Feb. 1, 1889	Feb. 1, 1894	5	600.00	
46	Joliet, Ill.....	2	2,600	Sept. 15, 1887	Sept. 15, 1892	5	850.00	Heat and light.
47	Kankakee, Ill.....	2	2,200	July 1, 1886	July 1, 1891	5	180.00	
48	Lincoln, Ill.....	2	2,100	July 2, 1888	July 2, 1893	5	600.00	
49	Mattoon, Ill.....	2	2,000	Mar. 1, 1889	Mar. 1, 1894	5	600.00	
50	Moline, Ill.....	2	2,500	Dec. 14, 1885	Dec. 14, 1890	5	925.00	Do.
51	Monmouth, Ill.....	2	2,200	Jan. 1, 1883	Jan. 1, 1891	8	400.00	
52	Ottawa, Ill.....	2	2,400	Jan. 15, 1887	Jan. 15, 1892	5	1.00	
53	Pekin, Ill.....	2	2,400	Oct. 1, 1887	Oct. 1, 1892	5	200.00	
54	Rockford, Ill.....	1	3,000	Jan. 1, 1886	Jan. 1, 1890	4	1,200.00	
55	Rock Island, Ill.....	2	2,500	Mar. 15, 1888	Mar. 15, 1893	5	1,000.00	
56	South Chicago, Ill.....	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	1.00	
57	Sterling, Ill.....	2	2,400	Nov. 1, 1887	Nov. 1, 1892	5	600.00	
58	Streator, Ill.....	2	2,300	Jan. 1, 1888	Jan. 1, 1893	5	900.00	
59	Elkhart, Ind.....	2	2,500	July 1, 1886	July 1, 1891	5	1.00	
60	Goshen, Ind.....	2	2,300	Jan. 1, 1886	Jan. 1, 1890	4	12.00	
61	La Fayette, Ind.....	2	2,700	July 1, 1886	July 1, 1891	5	1,100.00	
62	La Porte, Ind.....	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	700.00	
63	Logansport, Ind.....	2	2,400	Dec. 5, 1887	Dec. 5, 1892	5	1,200.00	Do.
64	Madison, Ind.....	2	2,100	Jan. 1, 1888	Jan. 1, 1893	5	400.00	
65	Muncie, Ind.....	2	2,200	Feb. 15, 1888	Feb. 15, 1893	5	800.00	Do.
66	Perrin, Ind.....	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	500.00	
67	Richmond, Ind.....	2	2,700	Jan. 1, 1889	.....do.....	5	1,400.00	Fuel and light.
68	South Bend, Ind.....	2	2,800	Jan. 1, 1885	Jan. 1, 1891	6	1,200.00	
69	Valparaiso, Ind.....	2	2,200	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
70	Vincennes, Ind.....	2	2,200	Feb. 1, 1888	Feb. 1, 1893	5	1.00	Heat.
71	Atlantic, Iowa.....	2	2,000	Dec. 20, 1886	Dec. 20, 1891	5	200.00	
72	Burlington, Iowa.....	1	3,000	Jan. 12, 1884	Jan. 12, 1894	10	2,500.00	
73	Cedar Rapids, Iowa.....	1	3,000	Jan. 1, 1885	Jan. 1, 1895	10	1,200.00	
74	Clinton, Iowa.....	2	2,500	Sept. 1, 1883	Sept. 1, 1889	6	1,000.00	
75	Creston, Iowa.....	2	2,100	Feb. 1, 1889	Feb. 1, 1894	5	640.00	Do.
76	Pott Dodge, Iowa.....	2	2,000	Aug. 1, 1886	Aug. 1, 1891	5	225.00	
77	Iowa City, Iowa.....	2	2,400	Jan. 1, 1885	Jan. 1, 1895	10	1,200.00	
78	Keokuk, Iowa.....	2	2,700	Oct. 1, 1886	Oct. 1, 1891	5	1,000.00	
79	Le Mars, Iowa.....	2	2,100	Aug. 15, 1886	Aug. 15, 1891	5	125.00	
80	Marshalltown, Iowa.....	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	800.00	
81	Muscatine, Iowa.....	2	2,400	July 1, 1887	July 1, 1892	5	1,000.00	
82	Oskaloosa, Iowa.....	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
83	Ottumwa, Iowa.....	2	2,600	May 1, 1886	May 1, 1891	5	500.00	
84	Vinton, Iowa.....	2	1,700	Jan. 1, 1886	Jan. 1, 1891	5	1.00	
85	Waterloo, Iowa.....	2	2,400	Oct. 1, 1885	Oct. 1, 1889	4	250.00	
86	Abilene, Kans.....	2	2,300	Sept. 1, 1887	Sept. 1, 1892	5	1.00	
87	Arkansas City, Kans.....	2	2,200	Mar. 1, 1889	Mar. 1, 1894	5	500.00	
88	Atchison, Kans.....	2	2,800	Sept. 15, 1888	Sept. 15, 1893	5	1,350.00	
89	Dodge City, Kans.....	2	2,000	Jan. 1, 1888	Jan. 1, 1893	5	480.00	
90	Garden City, Kans.....	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	1.00	Heat and light.
91	Larned, Kans.....	2	2,000	Nov. 4, 1888	Nov. 4, 1893	5	200.00	Do.
92	Lawrence, Kans.....	2	2,700	Mar. 15, 1887	Mar. 15, 1892	5	1,200.00	
93	Leavenworth, Kans.....	2	2,700	Aug. 1, 1886	Aug. 1, 1890	4	600.00	
94	McPherson, Kans.....	2	2,100	Sept. 24, 1888	Sept. 24, 1893	5	300.00	Light.
95	Wellington, Kans.....	3	2,200	July 1, 1886	July 1, 1890	4	180.00	
96	Wichita, Kans.....	1	3,100	Oct. 1, 1886	Oct. 1, 1891	5	1.00	Heat and light.
97	Winfield, Kans.....	2	2,400	Mar. 1, 1888	Mar. 1, 1893	5	900.00	Do.
98	Bowling Green, Ky.....	2	2,000	Sept. 12, 1887	Sept. 12, 1892	5	500.00	Do.
99	Newport, Ky.....	2	2,500	Dec. 15, 1885	Dec. 15, 1889	4	1,000.00	
100	Auburn, Me.....	2	2,400	Apr. 1, 1887	Apr. 1, 1892	5	700.00	
101	Anzusa, Me.....	1	3,000	July 1, 1886	July 1, 1891	5	1,300.00	
102	Watson, Me.....	2	2,500	.....do.....	.....do.....	5	1,250.00	Heat.
103	Waterville, Me.....	2	2,100	June 15, 1887	June 15, 1892	5	600.00	Heat and light.
104	Baltimore, Md.....	1	5,000	Jan. 1, 1886	Jan. 1, 1891	5	13,000.00	
105	Cumberland, Md.....	2	2,300	Apr. 1, 1887	Apr. 1, 1892	5	600.00	

\*Additional room.

†Rent at \$3,000 per annum from April 1, 1887.

## LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

## POST-OFFICES—Continued.

No.	Office.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
106	Frederick, Md.	2	\$2,300	July 1, 1887	July 1, 1892	5	\$1,000.00	Heat and light.
107	Hagerstown, Md.	2	2,300	June 30, 1888	June 30, 1893	5	800.00	Do.
108	Beverly, Mass.	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	800.00	Do.
109	Brockton, Mass.	2	2,700	Oct. 15, 1887	Oct. 15, 1892	5	1,400.00	Heat.
110	Fitchburg, Mass.	2	2,700	Aug. 15, 1887	Aug. 15, 1892	5	1,700.00	Heat and light.
111	Greenfield, Mass.	2	2,400	July 1, 1888	July 1, 1891	3	560.00	Do.
112	Haverhill, Mass.	2	2,700	Aug. 1, 1888	Aug. 1, 1890	4	1,200.00	Do.
113	Holyoke, Mass.	2	2,800	Nov. 1, 1888	Nov. 1, 1893	5	1,200.00	Do.
114	Hyde Park, Mass.	2	2,400	Feb. 1, 1888	Feb. 1, 1893	5	800.00	Fuel and light.
115	Lawrence, Mass.	2	2,800	Jan. 1, 1888	Jan. 1, 1893	5	1,550.00	Heat.
116	Lynn, Mass.	1	3,100	Oct. 1, 1885	Oct. 1, 1889	4	1,800.00	Do.
117	Malden, Mass.	2	2,400	Oct. 1, 1886	Oct. 1, 1891	5	800.00	Do.
118	Melrose, Mass.	2	2,400	Oct. 1, 1887	Oct. 1, 1892	5	350.00	Heat and light.
119	Newburyport, Mass.	2	2,500	Mch. 13, 1886	Mch. 13, 1891	5	900.00	Do.
120	Newton, Mass.	2	2,300	Oct. 1, 1888	Oct. 1, 1893	5	1,050.00	Do.
121	Newtonville, Mass.	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	575.00	Do.
122	North Adams, Mass.	2	2,600	Oct. 15, 1887	Oct. 15, 1892	5	1,000.00	Do.
123	Northampton, Mass.	2	2,500	July 1, 1887	July 1, 1892	5	675.00	Heat.
124	Pittsfield, Mass.	2	2,600	Apr. 1, 1887	Apr. 1, 1892	5	1,000.00	Do.
125	Salem, Mass.	2	2,800	Jan. 21, 1887	Jan. 21, 1892	5	2,100.00	Do.
126	South Framingham, Mass.	2	2,000	Oct. 1, 1887	Oct. 1, 1892	5	625.00	Heat and light.
127	Springfield, Mass.	1	3,300	do	do	5	2,500.00	Heat.
128	Taunton, Mass.	2	2,600	July 18, 1886	July 18, 1890	4	1,250.00	Do.
129	Waltham, Mass.	2	2,500	Feb. 1, 1886	Feb. 1, 1891	5	1,200.00	Do.
130	Westfield, Mass.	2	2,500	Apr. 1, 1886	Apr. 1, 1890	4	600.00	Do.
131	Woburn, Mass.	2	2,200	Jan. 1, 1889	Jan. 1, 1894	5	1,250.00	Heat and light.
132	Worcester, Mass.	1	3,300	June 30, 1888	June 30, 1893	5	3,200.00	Heat.
133	Adrian, Mich.	2	2,400	Apr. 9, 1889	Apr. 9, 1890	4	350.00	Do.
134	Alpena, Mich.	2	2,000	Mar. 1, 1889	Mar. 1, 1894	5	400.00	Do.
135	Ann Arbor, Mich.	2	2,600	do	do	5	1,200.00	Do.
136	Battle Creek, Mich.	2	2,600	Jan. 1, 1889	Jan. 1, 1894	5	1,300.00	Heat.
137	Bay City, Mich.	2	2,600	Apr. 21, 1886	Apr. 21, 1891	5	700.00	Do.
138	Big Rapids, Mich.	2	2,100	July 15, 1888	July 15, 1893	5	650.00	Heat and light.
139	East Saginaw, Mich.	2	2,900	Oct. 1, 1885	Oct. 1, 1889	4	1,100.00	Heat.
140	Flint, Mich.	2	2,400	Apr. 1, 1889	Apr. 1, 1894	5	800.00	Do.
141	Hillsdale, Mich.	2	2,200	Jan. 20, 1887	Jan. 20, 1892	5	375.00	Do.
142	Ionia, Mich.	2	2,100	Jan. 1, 1889	Jan. 1, 1894	5	750.00	Do.
143	Jackson, Mich.	2	2,800	Dec. 21, 1887	Dec. 21, 1892	5	1,400.00	Do.
144	Kalamazoo, Mich.	1	3,000	Jan. 1, 1889	Jan. 1, 1894	5	950.00	Do.
145	Lansing, Mich.	2	2,700	Oct. 1, 1887	Oct. 1, 1892	5	1,500.00	Do.
146	Manistee, Mich.	2	2,200	Mar. 15, 1888	Mar. 15, 1893	5	700.00	Do.
147	Muskegon, Mich.	2	2,600	Aug. 15, 1885	Aug. 15, 1889	4	500.00	Do.
148	Pontiac, Mich.	2	2,000	Jan. 1, 1888	Jan. 1, 1893	5	400.00	Do.
149	Duluth, Minn.	1	3,000	June 15, 1887	June 15, 1892	5	1,450.00	Heat and light.
150	Faribault, Minn.	2	2,200	Oct. 1, 1888	Oct. 1, 1893	5	900.00	Do.
151	Mankato, Minn.	2	2,400	Aug. 10, 1887	Aug. 10, 1892	5	1,100.00	Do.
152	Minneapolis, Minn.*	1	3,700	May 1, 1886	May 1, 1891	5	5,000.00	Do.
153	do	1	3,700	Sept. 30, 1888	do	12	2,000.00	Do.
154	Red Wing, Minn.	2	2,200	Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	Do.
155	Rochester, Minn.	2	2,200	Nov. 1, 1885	Nov. 1, 1889	4	900.00	Do.
156	Stillwater, Minn.	2	2,500	Nov. 24, 1885	Nov. 24, 1889	4	1,050.00	Do.
157	Winona, Minn.	2	2,600	Jan. 1, 1887	Jan. 1, 1892	5	1,800.00	Do.
158	Meridian, Miss.	2	2,300	Feb. 15, 1887	Feb. 15, 1892	5	480.00	Do.
159	Natchez, Miss.	2	2,300	Apr. 1, 1887	Apr. 1, 1890	3	480.00	Do.
160	Vicksburg, Miss.	2	2,500	Sept. 1, 1886	Sept. 1, 1891	5	1,000.00	Do.
161	St. Joseph, Mo.	1	3,300	Feb. 1, 1889	Feb. 1, 1894	5	900.00	Do.
162	Sedalia, Mo.	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	400.00	Do.
163	Springfield, Mo.	2	2,600	May 1, 1887	May 1, 1892	5	1,050.00	Do.
164	Butte City, Mont.	2	2,600	Nov. 24, 1886	Nov. 24, 1891	5	1.00	Do.
165	Helena, Mont.	2	2,700	Mar. 8, 1886	Mar. 8, 1891	5	1,260.00	Do.
166	Beatrice, Nebr.	2	2,400	Mar. 7, 1887	Mar. 7, 1892	5	700.00	Do.
167	Fremont, Nebr.	2	2,400	Jan. 1, 1886	Jan. 1, 1890	4	480.00	Heat.
168	Grand Island, Nebr.	2	2,300	June 30, 1888	June 30, 1893	5	600.00	Do.
169	Hastings, Nebr.	2	2,500	May 1, 1887	May 1, 1892	5	600.00	Do.
170	Dover, N. H.	2	2,300	May 1, 1886	May 1, 1891	5	800.00	Do.
171	Keene, N. H.	2	2,400	July 1, 1886	July 1, 1890	4	600.00	Heat and light.
172	Manchester, N. H.	2	2,900	Apr. 1, 1886	Apr. 1, 1890	4	1,350.00	Do.

\* Additional room.

† Two years, 7 months, 10 days.



## LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

## POST-OFFICES—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
173	Nashua, N. H. ....	2	\$2,600	Jan. 1, 1886	Jan. 1, 1890	4	\$1,000.00	Heat.
174	Asbury Park, N. J. ....	2	2,300	Jan. 10, 1887	Jan. 10, 1892	5	600.00	Heat and light.
175	Atlantic City, N. J. ....	2	2,600	Mar. 30, 1888	Mar. 30, 1893	5	1,100.00	Do.
176	Camden, N. J. ....	2	2,900	July 1, 1885	July 1, 1889	4	1,200.00	Do.
177	East Orange, N. J. ....	2	2,600	June 30, 1888	June 30, 1893	5	900.00	Heat.
178	Elizabeth, N. J. ....	2	2,700	Apr. 1, 1888	Apr. 1, 1893	5	800.00	Do.
179	Hoboken, N. J. ....	2	2,600	May 1, 1886	May 1, 1891	5	800.00	Do.
180	Morristown, N. J. ....	2	2,500	Apr. 1, 1887	Apr. 1, 1892	5	600.00	Do.
181	New Brunswick, N. J. ....	2	2,600	June 30, 1888	June 30, 1893	5	900.00	Heat and light.
182	Orange, N. J. ....	2	2,600	Mar. 31, 1888	Mar. 31, 1893	5	1,600.00	Heat.
183	Paterson, N. J. ....	1	3,000	May 1, 1886	May 1, 1891	5	1,500.00	Do.
184	Plainfield, N. J. ....	2	2,600	do	do	5	1,050.00	Do.
185	Amsterdam, N. Y. ....	2	2,500	Mar. 1, 1888	Mar. 1, 1893	5	1,000.00	Do.
186	Auburn, N. Y. ....	2	2,900	Mar. 31, 1888	Mar. 31, 1893	5	1,500.00	Do.
187	Batavia, N. Y. ....	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	1,100.00	Heat and light.
188	Bath, N. Y. ....	2	2,000	July 1, 1887	July 1, 1892	5	500.00	Do.
189	Binghamton, N. Y. ....	1	3,100	Oct. 1, 1888	Oct. 1, 1893	5	1,600.00	Heat.
190	Brookport, N. Y. ....	2	2,100	Apr. 1, 1889	Apr. 1, 1894	5	350.00	Do.
191	Brooklyn, N. Y. ....	1	5,000	July 1, 1885	July 1, 1889	4	4,500.00	Do.
192	Cohoes, N. Y. ....	2	2,300	Oct. 1, 1887	Oct. 1, 1892	5	850.00	Do.
193	Corning, N. Y. ....	2	2,200	Mar. 1, 1887	Mar. 1, 1892	5	975.00	Fuel and light.
194	Dausville, N. Y. ....	2	2,000	July 1, 1887	July 1, 1892	5	350.00	Do.
195	Dunkirk, N. Y. ....	2	2,300	Mar. 1, 1888	Mar. 1, 1893	5	450.00	Do.
196	Elmira, N. Y. ....	1	3,100	Feb. 1, 1889	Feb. 1, 1894	5	2,400.00	Heat and light.
197	Geneva, N. Y. ....	2	2,700	Apr. 1, 1886	Apr. 1, 1890	4	500.00	Heat.
198	Glens Falls, N. Y. ....	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	Heat and light.
199	Gloversville, N. Y. ....	2	2,400	Apr. 1, 1886	Apr. 1, 1890	4	600.00	Heat.
200	Hornellsville, N. Y. ....	2	2,400	July 1, 1887	July 1, 1892	5	1,200.00	Heat and light.
201	Hudson, N. Y. ....	2	2,400	Nov. 15, 1885	Nov. 15, 1889	4	850.00	Do.
202	Ithaca, N. Y. ....	2	2,700	July 1, 1882	July 1, 1892	10	1,500.00	Fuel.
203	Jamestown, N. Y. ....	2	2,700	May 1, 1886	May 1, 1891	5	1,200.00	Heat.
204	Johnstown, N. Y. ....	2	2,100	July 14, 1888	July 14, 1893	5	550.00	Do.
205	Kingston, N. Y. ....	2	2,300	June 1, 1882	June 1, 1890	8	550.00	Do.
206	Le Roy, N. Y. ....	2	2,100	July 1, 1887	July 1, 1892	5	200.00	Do.
207	Little Falls, N. Y. ....	2	2,300	Jan. 1, 1884	Jan. 1, 1894	10	650.00	Do.
208	Lockport, N. Y. ....	2	2,600	Apr. 1, 1882	Apr. 1, 1892	10	1,000.00	Heat.
209	Middletown, N. Y. ....	2	2,500	Mar. 31, 1888	Mar. 31, 1893	5	1,400.00	Heat and light.
210	Mount Vernon, N. Y. ....	2	2,500	Feb. 1, 1889	Feb. 1, 1894	5	600.00	Do.
211	Newburgh, N. Y. ....	2	2,700	Jan. 1, 1888	Jan. 1, 1893	5	2,100.00	Do.
212	Niagara Falls, N. Y. ....	2	2,000	Apr. 1, 1889	Apr. 1, 1894	5	700.00	Heat.
213	Norwich, N. Y. ....	2	2,600	Mar. 26, 1888	Mar. 26, 1893	5	600.00	Do.
214	Orlean, N. Y. ....	2	2,400	Aug. 18, 1885	Aug. 18, 1889	4	1,000.00	Heat and light.
215	Oneida, N. Y. ....	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	600.00	Do.
216	Oneonta, N. Y. ....	2	2,300	July 1, 1887	July 1, 1892	5	600.00	Do.
217	Orwego, N. Y. ....	2	2,200	Oct. 1, 1888	Oct. 1, 1893	5	700.00	Do.
218	Penn Yan, N. Y. ....	2	2,100	July 2, 1888	July 2, 1893	5	450.00	Do.
219	Port Jervis, N. Y. ....	2	2,200	June 30, 1888	June 30, 1893	5	1,000.00	Do.
220	Rochester, N. Y. ....	1	3,700	Apr. 1, 1886	Apr. 1, 1891	5	5,200.00	Heat.
221	Rome, N. Y. ....	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	425.00	Do.
222	Saratoga Springs, N. Y. ....	2	2,700	Jan. 1, 1883	Jan. 1, 1893	10	1,500.00	Do.
223	Schenectady, N. Y. ....	2	2,500	July 1, 1887	July 1, 1892	5	1,000.00	Do.
224	Sing Sing, N. Y. ....	2	2,200	Mar. 1, 1886	Mar. 1, 1891	5	400.00	Do.
225	Tonawanda, N. Y. ....	2	2,300	July 1, 1887	July 1, 1892	5	400.00	Do.
226	Troy, N. Y. ....	1	3,300	May 1, 1886	May 1, 1890	4	3,000.00	Do.
227	Watertown, N. Y. ....	2	2,600	Jan. 15, 1887	Jan. 15, 1892	5	1,000.00	Do.
228	Waverly, N. Y. ....	2	2,000	July 1, 1887	July 1, 1892	5	500.00	Heat and light.
229	Yonkers, N. Y. ....	2	2,700	June 1, 1887	June 1, 1892	5	1,500.00	Do.
230	Charlotte, N. C. ....	2	2,400	Nov. 10, 1888	Nov. 10, 1893	5	600.00	Do.
231	Wilmington, N. C. ....	2	2,600	Sept. 1, 1888	Sept. 1, 1893	5	1,600.00	Do.
232	Akron, Ohio ....	1	3,000	July 1, 1885	July 1, 1889	4	1,300.00	Fuel.
233	Bucyrus, Ohio ....	2	2,000	Feb. 15, 1889	Feb. 15, 1894	5	450.00	Heat and light.
234	Chillicothe, Ohio ....	2	2,400	Apr. 1, 1886	Apr. 1, 1891	5	1,000.00	Do.
235	Dayton, Ohio ....	1	3,200	Oct. 15, 1883	Oct. 15, 1893	10	2,950.00	Heat.
236	Delaware, Ohio ....	2	2,300	Apr. 15, 1888	Apr. 15, 1893	5	500.00	Do.
237	East Liverpool, Ohio ....	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	700.00	Heat and light.

\*\$3,000 per annum additional allowed for rent at Brooklyn for addition to main office, not under lease.

†Or until completion of Government building.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

## LEASES—Continued.

## POST-OFFICES—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
238	Elyria, Ohio.....	2	\$2,100	Oct. 1, 1885	Oct. 1, 1889	4	\$450.00	Heat and light.
239	Findlay, Ohio.....	2	2,400	Feb. 11, 1888	Feb. 11, 1893	5	500.00	Do.
240	Fremont, Ohio.....	2	2,200	July 1, 1887	July 1, 1892	5	400.00	
241	Gallipolis, Ohio.....	2	1,900	Mar. 1, 1889	Mar. 1, 1890	1	300.00	
242	Hamilton, Ohio.....	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	600.00	Do.
243	Ironton, Ohio.....	2	2,200	July 1, 1887	July 1, 1892	5	380.00	
244	Kenton, Ohio.....	2	2,000	Sept. 7, 1885	Sept. 7, 1889	4	1.00	
245	Lima, Ohio.....	2	2,500	Mar. 15, 1888	Mar. 15, 1893	5	1,600.00	Do.
246	Mansfield, Ohio.....	2	2,700	Apr. 1, 1889	Apr. 1, 1894	5	1,150.00	Do.
247	Marietta, Ohio.....	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	500.00	
248	Marion, Ohio.....	2	2,100	July 1, 1887	July 1, 1892	5	400.00	
249	Massillon, Ohio.....	2	2,200	Sept. 20, 1886	Sept. 20, 1891	5	1.00	
250	Mt. Vernon, Ohio.....	2	2,100	Apr. 1, 1887	Apr. 1, 1892	5	500.00	
251	Newark, Ohio.....	2	2,300	Oct. 1, 1885	Oct. 1, 1889	4	700.00	
252	Norwalk, Ohio.....	2	2,300	July 1, 1886	July 1, 1891	5	550.00	
253	Oberlin, Ohio.....	2	2,200	Mar. 1, 1886	Mar. 1, 1890	4	350.00	
254	Painesville, Ohio.....	2	2,400	Oct. 22, 1887	Oct. 22, 1892	5	275.00	
255	Piqua, Ohio.....	2	2,400	Sept. 1, 1885	Sept. 1, 1889	4	720.00	
256	Salem, Ohio.....	2	2,300	Aug. 1, 1885	Aug. 1, 1889	4	2.00	
257	Springfield, Ohio.....	1	3,200	Mar. 15, 1887	Mar. 15, 1892	5	2,200.00	Heat.
258	Steenbenville, Ohio.....	2	2,400	Feb. 1, 1887	Feb. 1, 1892	5	900.00	Do.
259	Tiffin, Ohio.....	2	2,800	July 1, 1886	July 1, 1891	5	500.00	
260	Troy, Ohio.....	2	2,100	July 1, 1887	July 1, 1892	5	600.00	Heat and light.
261	Urbana, Ohio.....	2	2,300	Jan. 8, 1887	Jan. 8, 1892	5	300.00	
262	Warren, Ohio.....	2	2,800	Aug. 15, 1887	Aug. 15, 1892	5	650.00	Do.
263	Wooster, Ohio.....	2	2,300	Dec. 11, 1886	Dec. 11, 1891	5	600.00	
264	Xenia, Ohio.....	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	400.00	
265	Youngstown, Ohio.....	2	2,700	July 1, 1887	July 1, 1892	5	1,200.00	Do.
266	Zanesville, Ohio.....	2	2,800	Sept. 1, 1886	Sept. 1, 1891	5	800.00	
267	Altoona, Pa.....	2	2,600	Oct. 1, 1888	Oct. 1, 1893	5	900.00	
268	Bellefonte, Pa.....	2	2,000	July 2, 1888	July 2, 1893	5	380.00	Do.
269	Bethlehem, Pa.....	2	2,300	May 1, 1886	May 1, 1891	5	700.00	Heat.
270	Bradford, Pa.....	2	2,600	Nov. 16, 1887	Nov. 16, 1892	5	600.00	Do.
271	Carlisle, Pa.....	2	2,200	Mar. 31, 1888	Mar. 31, 1893	5	450.00	Heat and light.
272	Chester, Pa.....	2	2,500	Oct. 1, 1888	Oct. 1, 1892	4	375.00	
273	Columbia, Pa.....	2	2,000	Feb. 15, 1889	Feb. 15, 1894	5	300.00	
274	Corry, Pa.....	2	2,200	June 1, 1887	June 1, 1892	5	350.00	
275	Danville, Pa.....	2	2,000	Oct. 1, 1887	Oct. 1, 1892	5	500.00	
276	Downingtown, Pa.....	2	1,300	Aug. 15, 1886	Aug. 15, 1891	5	1.00	
277	Easton, Pa.....	2	2,600	Apr. 1, 1887	Apr. 1, 1892	5	1,100.00	
278	Franklin, Pa.....	2	2,200	Apr. 1, 1889	Apr. 1, 1894	5	600.00	Heat.
279	Hazleton, Pa.....	2	2,300	July 1, 1885	July 1, 1890	4	975.00	Heat and light.
280	Huntingdon, Pa.....	2	2,300	Apr. 1, 1888	Apr. 1, 1893	5	300.00	
281	Johnstown, Pa.....	2	2,500	July 1, 1886	July 1, 1891	5	750.00	Do.
282	Lancaster, Pa.....	2	2,900	Oct. 1, 1887	Oct. 1, 1892	5	2,000.00	
283	Lebanon, Pa.....	2	2,400	Mar. 31, 1888	Mar. 31, 1893	5	850.00	
284	Lock Haven, Pa.....	2	2,200	Mar. 1, 1888	Mar. 1, 1893	5	600.00	
285	McKeesport, Pa.....	2	2,300	Jan. 1, 1888	Jan. 1, 1893	5	500.00	
286	Meadville, Pa.....	2	2,500	June 30, 1888	June 30, 1893	5	1,000.00	
287	New Castle, Pa.....	2	2,400	Oct. 1, 1886	Oct. 1, 1891	5	700.00	Do.
288	Pittston, Pa.....	2	2,300	July 1, 1886	July 1, 1891	5	500.00	
289	Pottstown, Pa.....	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	800.00	Do.
290	Scranton, Pa.....	1	8,100	Apr. 1, 1889	Apr. 1, 1894	5	2,790.00	Heat.
291	Shamokin, Pa.....	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
292	Towanda, Pa.....	2	2,100	do	do	5	500.00	Heat and light.
293	Warren, Pa.....	2	2,500	do	do	5	1,000.00	Do.
294	Wilkes-Barre, Pa.....	2	2,800	Apr. 1, 1886	Apr. 1, 1891	5	1,100.00	Heat.
295	Williamsport, Pa.....	2	2,800	June 30, 1888	June 30, 1892	4	800.00	
296	Pawtucket, R. I.....	2	2,700	Oct. 1, 1885	Oct. 1, 1889	4	1,250.00	Do.
297	Westerly, R. I.....	2	2,100	Oct. 1, 1888	Oct. 1, 1893	5	800.00	
298	Chattanooga, Tenn.....	1	8,100	Jan. 2, 1888	Jan. 2, 1893	5	5.00	
299	Bonham, Tex.....	2	1,600	Jan. 2, 1886	Jan. 2, 1891	5	1.00	
300	Colorado, Tex.....	2	1,600	Sept. 16, 1885	Sept. 16, 1889	4	1.00	Heat and light.
301	Galveston, Tex.....	2	2,100	Nov. 1, 1887	Nov. 1, 1891	5	12.00	Light.
302	Houston, Tex.....	2	2,900	Aug. 1, 1886	Aug. 1, 1890	4	900.00	
303	Paris, Tex.....	2	2,200	Sept. 1, 1887	Sept. 1, 1892	5	240.00	
304	Sherman, Tex.....	2	2,400	Nov. 1, 1887	Nov. 1, 1892	5	360.00	
305	Ordan, Utah.....	2	2,400	Aug. 1, 1888	Aug. 1, 1893	5	600.00	Heat and light.
306	Salt Lake City, Utah.....	1	8,000	July 1, 1886	July 1, 1891	5	1,200.00	
307	Bennington, Vt.....	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	800.00	Do.
308	Brattleborough, Vt.....	2	2,400	Oct. 1, 1886	Oct. 1, 1891	5	650.00	

## LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

## POST-OFFICES—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
309	Montpelier, Vt. . . .	2	\$2,300	Jan. 1, 1889	Jan. 1, 1894	5	\$850.00	
310	Lynchburg, Va. . . .	2	2,800	July 1, 1886	July 1, 1891	5	700.00	
311	Stanton, Va. . . . .	2	2,400	July 1, 1887	July 1, 1892	5	400.00	
312	Spokane Falls, Wash. . . . .	2	2,400	June 1, 1888	June 1, 1893	5	420.00	
313	Walla Walla, Wash. . . . .	2	2,200	June 30, 1888	June 30, 1893	5	620.00	Do.
314	Appleton, Wis. . . . .	2	2,400	Jan. 1, 1886	Jan. 1, 1890	4	600.00	
315	Ashtland, Wis. . . . .	2	2,400	Nov. 12, 1887	Nov. 12, 1892	5	900.00	Do.
316	Eau Claire, Wis. . . .	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	1,500.00	Do.
317	Fond du Lac, Wis. . . .	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	600.00	
318	Janesville, Wis. . . . .	2	2,500	Jan. 1, 1887	Jan. 1, 1892	5	1,100.00	
319	La Crosse, Wis. . . . .	2	2,800	Jan. 1, 1887	Jan. 1, 1892	5	1,000.00	
320	Marinette, Wis. . . . .	2	2,000	July 2, 1888	July 2, 1893	5	350.00	
321	Oshkosh, Wis. . . . .	2	2,700	Jan. 1, 1886	Jan. 1, 1890	4	1,200.00	
322	Racine, Wis. . . . .	2	2,700	July 1, 1885	July 1, 1889	4	1,160.00	
323	Shoebogyan, Wis. . . . .	2	2,300	Mar. 1, 1889	Mar. 1, 1894	5	800.00	
324	Watertown, Wis. . . . .	2	2,000	Jan. 1, 1888	Jan. 1, 1893	5	500.00	
325	Cheyenne, Wyo. . . . .	2	2,400	Nov. 10, 1888	Nov. 10, 1893	5	1,500.00	Do.
326	Laramie, Wyo. . . . .	2	2,000	Mar. 1, 1886	Mar. 1, 1890	4	4.00	Light.
Total rental at 326 offices . . . . .							279,053.50	

## POSTAL STATIONS.

1	Baltimore, Md. . . . .	1	5,000	Jan. 15, 1887	Jan. 15, 1892	5	650.00	
2	West Baltimore . . . . .							
3	Boston, Mass. . . . .	1	6,000					
4	Back Bay . . . . .			Oct. 1, 1888	Oct. 1, 1893	5	1,500.00	Heat and light.
5	Brighton . . . . .			July 1, 1887	July 1, 1892	5	575.00	Do.
6	Brookline . . . . .			Mar. 31, 1888	Mar. 31, 1893	5	800.00	Do.
7	Cambridge . . . . .			Sept. 15, 1887	Sept. 15, 1892	5	750.00	Do.
8	Cambridgeport . . . . .			Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	
9	Charlestown . . . . .			Nov. 1, 1886	Nov. 1, 1891	5	800.00	Heat.
10	Dorchester . . . . .			Aug. 1, 1885	Aug. 1, 1889	4	800.00	
11	East Cambridge . . . . .			Mar. 31, 1888	Mar. 31, 1893	5	560.00	Heat and light.
12	Jamaica Plain . . . . .			Jan. 1, 1886	Jan. 1, 1890	4	350.00	
13	North Cambridge . . . . .			April 1, 1887	April 1, 1892	5	500.00	Do.
14	Revere . . . . .			Nov. 10, 1887	Nov. 10, 1892	5	150.00	Do.
15	Roxbury . . . . .			Feb. 1, 1889	Feb. 1, 1894	5	1,500.00	Heat.
16	Somerville . . . . .			Jan. 5, 1889	Jan. 5, 1894	5	1,000.00	Heat and light.
17	Station A . . . . .			Dec. 1, 1885	Dec. 1, 1889	4	1,050.00	
18	South Boston . . . . .			Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	
19	Winthrop . . . . .			Sept. 1, 1887	Sept. 1, 1892	5	144.00	
20	Brooklyn, N. Y. . . . .	1	5,000					
21	Brooklyn . . . . .			Dec. 1, 1887	Dec. 1, 1892	5	1,700.00	Heat.
22	Greenpoint . . . . .			May 1, 1886	May 1, 1891	5	720.00	Heat and light.
23	Station E . . . . .			Nov. 1, 1886	Nov. 1, 1891	5	625.00	Do.
24	Station S . . . . .			Dec. 1, 1885	Dec. 1, 1889	4	660.00	Heat.
25	Station W . . . . .			Jan. 21, 1888	Jan. 21, 1893	5	2,000.00	
26	Chicago, Ill. . . . .	1	6,000					
27	Cottage Grove . . . . .			Dec. 1, 1888	May 1, 1893	4½	1,020.00	Heat and light.
28	Madison Street . . . . .			May 1, 1886	May 1, 1891	5	1,115.00	
29	North Division . . . . .			May 1, 1887	May 1, 1892	5	2,100.00	Fuel and light.
30	South Division . . . . .			Oct. 1, 1886	Oct. 1, 1891	5	1,300.00	Heat.
31	Southwest Division . . . . .			Mar. 1, 1886	Mar. 1, 1890	4	1,200.00	Do.
32	Stock Yards . . . . .			Feb. 15, 1889	Feb. 15, 1894	5	1,300.00	Heat and light.
33	Cincinnati, Ohio. . . . .	1	6,000					
34	Station C . . . . .			Oct. 1, 1887	Oct. 1, 1892	5	180.00	
35	Station E . . . . .			June 1, 1888	June 1, 1893	5	450.00	Heat and light.
36	Indianapolis, Ind. . . . .	1	3,500					
37	Union Depot . . . . .			Oct. 1, 1888	Oct. 1, 1893	5	900.00	Heat and light.

## LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

## POSTAL STATIONS—Continued.

No.	Offices.	Clas.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
32	Kansas City, Mo. West Kansas City.	1	\$3,800	June 1, 1886	June 1, 1891	5	\$312.00	Heat.
33	Los Angeles, Cal. Station B.	1	3,300	June 1, 1888	June 1, 1893	5	800.00	Heat and light.
34	East Los Angeles.			June 1, 1888	June 1, 1893	5	500.00	Do.
35	Milwaukee, Wis. South Side.	1	3,700	Apr. 1, 1889	Apr. 1, 1894	5	600.00	
36	New York, N. Y. Station A.	1	8,000	Feb. 1, 1886	Feb. 1, 1890	4	6,200.00	Heat.*
37	Station B.			May 1, 1888	May 1, 1893	5	3,000.00	
38	Station C.			do	do	5	2,500.00	
39	Station E.			May 1, 1886	May 1, 1890	4	3,000.00	Do.*
40	Station F.			Jan. 1, 1889	Jan. 1, 1894	5	2,700.00	
41	Station G.			May 1, 1887	May 1, 1892	5	2,900.00	Do.*
42	Station H.			May 1, 1888	May 1, 1893	5	2,200.00	
43	Station I.			Jan. 1, 1887	Jan. 1, 1892	5	2,000.00	
44	Station K.			Oct. 1, 1886	May 1, 1890	3 <sup>1</sup> / <sub>4</sub>	1,500.00	Do.
45	Station L.			Aug. 1, 1885	Aug. 1, 1889	4	2,100.00	
46	Station P.			May 1, 1885	May 1, 1890	5	4,500.00	
47	Station R.			Oct. 1, 1888	Oct. 1, 1892	5	750.00	
48	Station T.			Jan. 1, 1887	Jan. 1, 1892	5	450.00	
49	High Bridge.			Feb. 1, 1889	Feb. 1, 1894	5	500.00	
50	Philadelphia, Pa. Station F.	1	6,000	July 1, 1886	July 1, 1891	5	420.00	
51	Pittsburgh, Pa. Station B.	1	3,000	June 1, 1886	June 1, 1891	5	250.00	Heat and light.
52	East Liberty.			Oct. 1, 1887	Oct. 1, 1892	5	400.00	Do.
53	South Side.			Sept. 1, 1888	Sept. 1, 1892	4	400.00	Do.
54	St. Louis, Mo. Station B.	1	6,000	Jan. 1, 1887	Jan. 1, 1892	5	180.00	
55	Station E.			June 1, 1888	June 1, 1893	5	420.00	Do.
56	North St. Louis.			July 1, 1886	July 1, 1890	4	420.00	
57	San Francisco, Cal. Station A.	1	5,000	Aug. 1, 1885	Aug. 1, 1889	4	900.00	
58	Station B.			Jan. 1, 1886	Jan. 1, 1890	4	1,020.00	
59	Station C.			do	do	4	420.00	
60	Springfield, Mo. Station A.	2	2,600	Jan. 1, 1888	Jan. 1, 1893	5	1.00	Do.
	Total rental at 60 stations						69,482.00	

\* See contract.

## RECAPITULATION.

	No.	Amount.
Total of post-offices .....	328	\$279,053.50
Total of postal stations .....	60	69,482.00
Grand total, offices and stations .....	388	348,535.50

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REPORT  
OF THE  
CHIEF POST-OFFICE INSPECTOR.  
FOR  
1889.

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**REPORT**  
**OF THE**  
**CHIEF POST OFFICE INSPECTOR.**

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**POST-OFFICE DEPARTMENT,**  
**OFFICE OF CHIEF POST-OFFICE INSPECTOR,**  
*Washington, D. C., November 9, 1889.*

**SIR:** I have the honor to submit herewith a report of the operations of this office for the fiscal year ended June 30, 1889.

The first table, marked Exhibit A, shows the criminal statistics of the service.

EXHIBIT A.—Statement showing number, classification, and disposition of cases of arrests made by post-office inspectors and others during the fiscal year ending June 30, 1889.

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

State where arrested.	Class of offenders.										Total.	
	Postmasters.	Assistant postma- sters.	Clerks in post- offices.	Railway post-office clerks.	Letter-carriers.	Mail-carriers.	Other employes.	Burglars.	Special delivery messengers.	Highwaymen.		All others for vari- ous offenses.
Alabama	2	2		1		1		3			9	18
Arizona										1	1	2
Arkansas	2							3			6	11
California	1	1			1				2	1	10	14
Colorado	3		1	1							6	13
Connecticut						1					6	7
Dakota	1							1			1	3
Delaware											1	1
District of Columbia			2				1				1	4
Florida				1				1			1	3
Georgia	2	1	1		2	1		8			6	19
Idaho								1				1
Illinois	9	1	2	1	5	1		16			59	94
Indiana	3					1		1			8	13
Indian Territory				1								1
Iowa	2	1	1	1				2			13	20
Kansas	2	1						6			4	13
Kentucky	2					2		8			7	19
Louisiana		1		1							10	12
Maine											2	2
Maryland		1			1						5	7
Massachusetts			4		3			2			21	30
Michigan	2	1	1				1	4			17	26
Minnesota	1	1	1	1							7	11
Mississippi	2	2		1		3		6			1	16
Missouri	2	1		2	1	1	1	3			36	47
Montana			2							2		4
Nebraska	2	1			1	1		1			10	16
Nevada												
New Hampshire						1					3	4
New Jersey	1										8	9
New Mexico	2	2										4
New York	4	1	6	1	11			7			45	75
North Carolina			2			2		4			6	14
Ohio	1		3	1	1		1	2			15	24
Oregon	2		1								4	7
Pennsylvania	7	1	2				1	16			41	68
Rhode Island								2			1	3
South Carolina	3					1		2			2	8
Tennessee	1	2				1		4			5	13
Texas			2	1		1		11			8	23
Utah	2										2	6
Vermont	3	1									2	6
Virginia	3	3					1	2			2	11
Washington												
West Virginia						1		9			7	17
Wisconsin					1			1			4	6
Wyoming				1				1				2
Total	66	25	30	15	27	19	6	127	2	4	401	722



## SUBJECT TO JURISDICTION OF UNITED STATES COURTS—Continued.

State where arrested.	Disposition of cases.									
	Discharged on preliminary examination.	Sentence suspended.	Tried and acquitted.	Proceedings dismissed.	Escaped.	Forfeited bail.	Died awaiting trial.	Discharged by the United States grand jury.	Convicted.	Awaiting trial.
Alabama				1				1	2	18
Arizona								1	1	2
Arkansas	2							1	1	11
California			2	1				1	10	14
Colorado				1					8	13
Connecticut	4		1	1					6	7
Dakota									1	3
Delaware						1			1	1
District of Columbia		1							3	3
Florida										4
Georgia									2	14
Idaho	2	1	1							19
Illinois										1
Indiana	3		4		2				38	47
Indian Territory	12			1				1	1	9
Iowa									1	1
Kansas	1	1						1	5	12
Kentucky	5	1	1			1	1		1	3
Kentucky	1		1						1	16
Louisiana	1		1						1	9
Maine									1	1
Maryland			1					1	1	4
Massachusetts	1								2	27
Michigan								1	3	22
Minnesota	1							1	2	7
Mississippi	2									13
Missouri	3		2	2			1	2	4	33
Montana										4
Nebraska	1			1					4	10
Nevada										0
New Hampshire										4
New Jersey		1							1	7
New Mexico	2									2
New York	5			1					5	64
North Carolina		1	4						2	7
Ohio	4							2	7	11
Oregon	1								4	2
Pennsylvania	9		7	4				1	14	33
Rhode Island										3
South Carolina	1		2						2	3
Tennessee	1								1	11
Texas	2		2						2	17
Utah									1	1
Vermont										6
Virginia										11
Washington										0
West Virginia				1					9	7
Wisconsin	1								3	2
Wyoming									1	1
Total	55	5	29	13	2	2	2	10	124	480
										722

## SUBJECT TO JURISDICTION OF STATE COURTS.

State where arrested.	Offenders.			Disposition.					
	Burglars.	All other offenders.	Total.	Convicted.	Acquitted.	Awaiting trial.	Turned over to employers.	Total.	Grand total in each State.
Alabama.....	1	1	2	1		1		2	20
Arizona.....			0					0	2
Arkansas.....	6		6	2	12	12		6	17
California.....	12	12	24	2				2	16
Colorado.....	2	6	8			8		8	21
Connecticut.....	4		4			4		4	11
Dakota.....			0					0	3
Delaware.....	1		1			1		1	2
District Columbia.....			0					0	4
Florida.....			0					0	3
Georgia.....	1		1	1				1	20
Idaho.....			0					0	1
Illinois.....	2	1	3	2		1		3	97
Indiana.....	2		2	2				2	15
Indian Territory.....			0					0	1
Iowa.....	6		6	3		3		6	26
Kansas.....	1		1			1		1	14
Kentucky.....			0					0	19
Louisiana.....	2	2	4			12	12	4	16
Maine.....	2		2			12		2	4
Maryland.....			0					0	7
Massachusetts.....	1	6	7			12	5	7	37
Michigan.....			0					0	26
Minnesota.....			0					0	11
Mississippi.....	1		1			1		1	16
Missouri.....	4		4	1		3		4	51
Montana.....			0					0	4
Nebraska.....			0					0	16
Nevada.....			0					0	0
New Hampshire.....	4		4			4		4	8
New Jersey.....	1		1			1		1	10
New Mexico.....			0					0	4
New York.....	1	2	3	2		1		3	78
North Carolina.....			0					0	14
Ohio.....	5		5	3		2		5	29
Oregon.....			0					0	7
Pennsylvania.....	7	1	8	3	2	3		8	76
Rhode Island.....			0					0	3
South Carolina.....	1		1	1				1	9
Tennessee.....	1	1	2			2		2	15
Texas.....	1		1			1		1	24
Utah.....			0					0	2
Vermont.....			0					0	6
Virginia.....			0					0	11
Washington.....			0					0	0
West Virginia.....			0					0	17
Wisconsin.....			0					0	6
Wyoming.....			0					0	2
Total.....	57	22	79	23	4	45	7	79	801

Exhibit B, Table 1, shows the result of investigation in 637 of the 842 cases on hand July 1, 1888, from which it will be seen that, in 356 of the 637 cases, it was ascertained that no loss was sustained, or that the letters were received by the parties addressed. In 127 cases the amount of loss was recovered and paid to the rightful owners, leaving 154 cases in which no recovery or discovery could be made. There remain on hand, of the previous year cases, to be accounted for in the fiscal year 1890, 205 of such.

Exhibit B, Table 2, shows the classification, by States, of the various complaints against the domestic registered mail for the fiscal year 1889, aggregating 6,560 for the period mentioned, which were referred to inspectors for investigation. Of this number, 2,942 related to letters in which the contents were stated, and 3,295 the contents of which were not stated. There were, also, 323 complaints relating to packages, in 100 of which the contents were stated as to the nature or value, and 223 were not so stated.

The foregoing complaints will be found under the different heads (as to depredation or other irregularity) in the table above mentioned.

The total number of cases during the fiscal year 1888 were 4,820, and the number of complaints for the present fiscal year in excess of the number reported for the previous fiscal year is 1,740. This increase in the number of cases may be accounted for in a measure from the fact that the number of pieces sent in the registered mail has increased from 12,957,611 in 1888 to 13,324,240 in 1889.

EXHIBIT B<sup>3</sup>.—Number and character of complaints (by States) upon which "A" (registered) cases were made up, and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1889.

Table 2.

States and Territories.	Letters.		Packages.		Alleged cause of complaint.											
	Contents stated by the complainant.	Contents not stated.	Contents stated.	Not stated.	Total.	Rifling.	Loss.	Loss from R. P. E.	Theft.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employes.	Improper h.	Other causes.	Total.
Alabama	111	69	2	3	185	44	123	13	1	2	1	2	1	2	2	185
Alaska	2	4			6		5	1								6
Arizona	33	38	1	1	73	20	51	1		1						73
Arkansas	92	74	1	3	170	87	62	13			5	1	1	1	1	179
California	63	139	6	5	213	34	150	16		2	7	1	2	1	1	213
Colorado	45	83	1	1	130	30	83	4		3	8	1	1			130
Connecticut	13	29	22	20	84	7	70	5		2	2					84
Dakota	33	39	1	2	75	31	32	6	1	2	1			2		75
Delaware	9	2			11	8	1	2								11
District Columbia	59	254	1	6	320	13	291	6		2	4				4	320
Florida	33	41	1	4	79	19	51	7		2	2					79
Georgia	94	80	1	4	179	73	77	3	5	5	13				3	179
Idaho	11	27		2	40	7	28	5								40
Illinois	93	296	11	29	429	77	264	15	46	3	15	3		1	5	429
Indiana	107	60		1	168	89	54	8		3	2	1	1		10	168
Indian Territory	56	16		1	73	45	25	2					1			73
Iowa	52	49			101	31	50	2		3	3		1		2	101
Kansas	134	78	1	6	219	69	127	7	3	3	5	1			4	219
Kentucky	104	75	1	5	185	86	82	5		6		3		1	2	185
Louisiana	128	75	1	4	208	123	66	11	2	1	1	1			3	208
Maine	21	23		3	47	16	25	5			1					47
Maryland	45	36	3	3	87	43	36	3		2	2				1	87
Massachusetts	59	55	1	20	135	41	81	4		2	5		1		2	135
Michigan	58	52	1	3	114	38	52	6	13	1	2	2				114
Minnesota	37	31		3	71	21	40	4		3	2				1	71
Mississippi	135	66	1	1	203	108	80	10	1	1	1	1			2	203
Missouri	124	128	3	7	262	110	125	10		3	11	2			1	262
Montana	20	29		1	50	18	26	3		1	1			1		50
Nebraska	45	50	1	1	103	37	51	6		3	1	3			2	103
Nevada	1				1		1									1
New Hampshire	4	12	1	1	18	3	13	1								18
New Jersey	41	46	1	1	92	48	31	9			3				1	92
New Mexico	9	25		1	35	6	23	4			1			1		35
New York	122	290	27	33	382	106	220	24	2	3	15	4	1		5	382
North Carolina	47	62		3	114	40	50	16		3	3	1	1			114
Ohio	159	115	1	5	280	121	117	14	1	3	7	1	2		14	280
Oregon	29	15		2	46	23	17	4			1		1			46
Pennsylvania	172	112	4	11	299	123	125	17		6	17		2		9	299
Rhode Island	3	7			10	3	7									10
South Carolina	43	42		4	89	34	44	5		2	1	3				89
Tennessee	101	83		3	189	80	81	7	5	1	2		2		11	189
Texas	149	271	2	7	429	102	295	13	95	2	7	3	1		1	429
Utah	13	24			37	6	29	3								37
Vermont	4	3			6	2	4									6
Virginia	121	109	1	2	233	112	83	15	14	1	3	4			1	233
Washington	35	93	2	3	133	22	100	7		1	3					133
West Virginia	35	30		1	66	27	29	4				2		2	2	66
Wisconsin	37	31		2	70	19	54	12			2	2			1	70
Wyoming	4	6		1	11	3	5	2			1					11
Total	2,942	3,205	100	223	6,560	2,205	3,434	340	188	73	160	41	19	9	91	6,560

## 30, 1889—Continued.

States and Territories	Losses resulting from—			Loss paid.				Grand total.	No discovery.	No recovery.
	Theft.	Estimated amount lost.	Amount recovered.	Office of chief inspector.	Dead-Letter office.	Outside parties.	Total amount paid.			
Alabama				11	1		\$0.25		3	21
Alaska										4
Arizona				4		2	4.00		9	20
Arkansas				1		1	27.06		12	12
California				2				1	1	26
Colorado		\$25.00								3
Connecticut								1		5
Dakota										
Delaware									1	50
District of Columbia									1	13
Florida				5			10.00	1	1	16
Georgia					1		40.00	1	4	8
Idaho		7.00	\$7.00			1	7.00	1		18
Illinois	1	5.10	5.00	2		2	15.00		2	13
Indiana				1				4	2	2
Indian Territory									1	8
Iowa	2	38.10		4				2		29
Kansas		225.75	5.00	4		1	10.00	8	7	29
Kentucky				4	3		7.15	7	10	32
Louisiana		167.00		4						2
Maine				1						7
Maryland										3
Massachusetts										7
Michigan				3					2	9
Minnesota						1	15.00		1	22
Mississippi				4		1	5.00	4	4	19
Missouri	1	287.00	2.00	6		1	20.00	1		6
Montana				1						12
Nebraska				2		1	33.00	2	1	1
Nevada									1	2
New Hampshire									1	4
New Jersey				1						3
New Mexico									1	7
New York	1	20.00	20.00	5		1	91.00	1	7	38
North Carolina				2		2	180.00			6
Ohio				2	2	1	12.40	1	3	23
Oregon				1					1	8
Pennsylvania	1	35.00	35.00	7	1		.84	3	4	43
Rhode Island									1	5
South Carolina	1	5.00	5.00	1				1	2	7
Tennessee				3	3		4.15	8	3	35
Texas		50.00		2		1		6	4	7
Utah		5.00	5.00	2		1	37.80		21	1
Vermont									1	1
Virginia				1		2	30.00	10	2	23
Washington				2		1	110.00	1		7
West Virginia				4	2		2.88	2	1	12
Wisconsin		10.00						1	1	8
Wyoming										2
Total	7	784.85	86.00	93	13	21	665.53	73	81	637

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ne 30, 1889.

States and Territories.	Losses resulting from--			Loss paid by--				No recovery.	No discovery.	Grand total.	
	Robbery of stages, etc.	Theft.	Estimated amount lost.	Amount recovered.	Office of Chief Inspector.	Dead-letter Office.	Outside parties.				Total amount paid.
Alabama		2	\$89.10	85.10	40		5	\$68.15	1	1	105
Alaska											1
Arizona	16		281.40		3				17		46
Arkansas	3		23.50	10.00	5				4	2	42
California	30		510.67		3				49	1	162
Colorado		1	263.60	10.00	6		5	34.35	43		127
Connecticut					1		1	3.50			68
Dakota			12.28		2				7		41
Delaware					1						5
District of Columbia					1				14	1	199
Florida			25.00	25.00	2	1	1	8.00	3	6	80
Georgia		8	437.88	437.88	13		1	111.00	2	4	96
Idaho					1	1		1.00			33
Illinois	12		250.62	90.00	22	7	1	16.58	23	3	196
Indiana			9.28		5	12	4	118.86	6		84
Indian Territory		1	30.00	30.00	2			20.00	1		13
Iowa		1	15.00	5.00	7		5	66.75	1	1	53
Kansas		5	279.00	219.75	19		1	6.00	8	2	106
Kentucky					4	12	3	30.29	25	4	102
Louisiana					3		7	92.10	2	15	93
Maine											32
Maryland					4	7		10.43	1	13	56
Massachusetts		1	34.90	1.00	7				10	1	104
Michigan					7				4	1	48
Minnesota			116.25		2		2	60.00	8		37
Mississippi		6	32.15	13.50	5		1	21.60	31	3	95
Missouri			103.00	53.50	23		9	124.65	18	3	160
Montana		1	2.00	2.00	2				1		26
Nebraska					8		1	10.90	14	1	87
Nevada											
New Hampshire			57.00	57.00	1		1	57.00			15
New Jersey		1	259.60	31.00	9		2	3.00	36	1	77
New Mexico									13	1	33
New York		3	113.21	47.05	14	2	8	135.85	84	8	303
North Carolina		12	195.46	195.46	17					3	69
Ohio			77.40	15.00	32	31	5	59.05	37	4	213
Oregon		1	2.15	2.15	5		1	269.00	2		40
Pennsylvania		2	209.21	24.00	33	2	6	30.60	30	3	206
Rhode Island			2.00						1	1	5
South Carolina		4	101.50	101.50	14					1	52
Tennessee			13.75	13.75	13	14	2	47.17	1	3	108
Texas		5	81.25	10.00	18		1	316.00	27	7	220
Utah											19
Vermont											69
Virginia		10	83.70	5.00	14	2		3.80	75	4	169
Washington		2	111.00	60.00	4		1	10.00	3	2	65
West Virginia		1	25.00		12	8		22.95	4	3	58
Wisconsin					4		3	97.07		1	40
Wyoming										2	8
Total	56	74	3,847.90	1,551.54	392	100	76	1,872.25	609	106	3,998

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## RECAPITULATION OF REGISTERED CASES (CLASS A).

[Based upon tabulated statements for the fiscal year 1889; also upon the actual count of cases in the Post-Office Department July 1, 1889.]

Number of cases outstanding July 1, 1888.....	842
Number of cases referred for investigation during the fiscal year 1889.....	6,560
Total.....	7,402
Number of cases closed during the fiscal year 1889:	
Of previous year cases.....	637
Of current year cases.....	3,998
	<u>4,635</u>
Outstanding July 1, 1889.....	2,767
Distributed as follows:	
Number of cases returned by inspectors and under consideration by office:	
Previous year cases.....	39
Current year cases.....	456
	<u>495</u>
Number of cases under consideration by various bureaus of the Department:	
Previous year cases.....	25
Current year cases.....	100
	<u>125</u>
Number of cases in hands of inspectors July 1, 1889, in course of investigation.....	2,147
	<u>2,767</u>
Total number of cases referred to inspectors during the fiscal year 1888.....	4,820
Total number of cases referred to inspectors during the fiscal year 1889.....	6,560
Increase in number during the fiscal year 1889.....	1,740
Percentage of increase.....	36½

Exhibit B, Table 3, furnishes a detailed statement of the number of registered cases investigated by inspectors and returned to the Department.

Of the 3,998 complaints against the registered mail, as enumerated in said exhibit and finally investigated by inspectors and placed on the files, 1,616 were ascertained to have been reported losses, but subsequently the letters or parcels were received by the persons addressed. In 1,099 cases it was ascertained that there was no just ground for complaint, such as improper address by sender or from failure of sender to inclose the amount intended to have been remitted, and other similar causes. There were also 568 cases in which the investigation resulted in the restoration of the amount lost to the proper owners, making a total of 3,283 cases in which no loss was sustained, leaving 715 cases in which it was not possible to make recovery.

It may be proper to state that of the 715 cases referred to, the failure to fix responsibility and make collections was for the reason that in many such cases the losses occurred from accident, theft, or from the burglary or burning of post-offices, and the investigations disclosed the fact that such occurrences were not due to the carelessness of any one connected with the service.

From the foregoing Exhibit B (Tables 1 and 3), it will be seen that there has been investigated by inspectors 637 previous year cases and 3,998 cases for the fiscal year 1889, making a total of 4,635 cases investigated and finally disposed of by the Department for the period covered by this report, which leaves on hand for final investigation 205 previous year cases and 2,562 cases referred during the fiscal year 1889, making a total of 2,767 cases to be accounted for in the report for the fiscal year 1890.

It will be seen from the foregoing that there were sent in the registered mail for the period treated 13,324,240 pieces, and, also, that of the cases investigated there were only 715 in which a loss was sustained.

If we assume (and we can not assume a less proportion) that the proportion of loss in the 2,562 cases outstanding is as great as in the 3,998 cases investigated, we must add to the 715 cases of loss an estimate of 435 of the cases yet to be investigated in which the loss will probably be found to have occurred, thus making a total ascertained and carefully estimated loss of 1,150 pieces. By comparing this with the total

number of pieces registered, namely, 13,324,240 pieces, there has been one loss for every 11,586 pieces handled. This is a somewhat greater proportion of loss than the exhibit shown in 1888, but the number of complaints received has been much greater; an increase of 1,740 cases, or a percentage of 36 per cent. Of the 715 losses ascertained by investigation, 586 resulted from unavoidable accidents, robberies of post-offices, and other thefts, for which the Post-Office Department was in no wise responsible.

The valuable results growing out of the conference recently held by the several inspectors in charge of divisions, will, I doubt not, bring about a greater condition of security in the handling of registered matter.

**EXHIBIT C.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters.**

## COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Packages.	Post-offices burglarized.	Post-offices burned.	Postal cars wrecked or burned.	Stages robbed.	Mail messengers or wagons robbed.	Pouches lost.	Pouches cut intentionally or by accident.	Total number of complaints received.
Alabama	202	156	46	103	11	10	3			3	4	236
Arkansas	114	109	14	29	18	10		3		2	1	177
California	378	295	83	338	13	18	3	6	1	5	2	764
Colorado	334	276	58	162	4	3	1			2	7	513
Connecticut	740	575	165	308	17	3				4	1	1,071
Delaware	107	98	9	38	2	2						149
Florida	187	153	34	59	18	5				3	2	274
Georgia	388	310	78	187	28	11				2	6	622
Illinois	1,814	1,494	320	2,507	53	13	4	1		7	22	4,420
Indiana	522	434	88	280	44	11	1	1		2	9	870
Iowa	489	408	81	256	36	15	1			2	16	815
Kansas	362	300	62	227	39	16	1			23	10	688
Kentucky	359	293	66	338	23	15		2		5	7	749
Louisiana	311	237	74	194	5	7		1		4	1	532
Maine	265	226	39	98	21	3	1			1		389
Maryland	610	510	100	345	4	6	1			4	3	973
Massachusetts	1,621	1,331	290	669	36	1				4	7	2,278
Michigan	634	553	81	474	23	20				4	3	1,158
Minnesota	370	280	40	182	10	7				5	8	553
Mississippi	137	109	28	30	10	8	1	1	1	3	6	197
Missouri	929	733	196	900	69	22	5	1		26	18	2,030
Nebraska	289	237	52	148	11	2	2			3	4	459
Nevada	14	12	2	3		1						18
New Hampshire	262	223	39	70	5	2				1	1	341
New York	6,213	4,474	1,739	5,410	61	16				13	13	11,726
New Jersey	1,024	805	219	327	19	1				2	3	1,376
North Carolina	112	85	27	53	12	8		1		7	5	198
Ohio	1,560	1,254	306	1,101	93	10	1			13	16	2,794
Oregon	52	46	6	21		3		1		1		78
Pennsylvania	3,714	3,279	435	2,664	66	19	1	1		4	12	5,880
Rhode Island	171	131	40	121	5	1		1		1		298
South Carolina	168	125	43	62	7	1		1		1		241
Tennessee	311	213	98	159	23	10	1	1		5	9	519
Texas	343	277	65	132	26	22	2	4	1	5	2	536
Vermont	141	112	29	81	2	2						196
Virginia	593	479	114	240	13	18		1		5	4	874
West Virginia	147	119	28	45	10	7	2			6	7	234
Wisconsin	475	400	75	272	10	13		3		1	6	780
Alaska												1
Arizona	19	12	7	5	3			1	5		2	35
Dakota	128	109	19	65	3	16				1	1	215
District of Columbia	598	491	107	291	1					7	1	898
Idaho	15	11	4	3		1						19
Indian Territory	25	22	3	2	4						2	33
Montana	62	48	14	21	1	1		1		5	1	92
New Mexico	46	32	8	6		3				2	3	54
Utah	22	18	4	12		1		1		1	1	37
Washington Territory	73	57	16	28		3		2		1	1	108
Wyoming	23	18	5	13	2	1					1	40
Total	27,417	21,960	5,457	18,447	849	371	35	35	3	104	228	47,579

## RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or depredation of postal employees.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in the hands of inspectors for investigation.
Alabama.....	70	65	15	3	2	181
Arkansas.....	27	40	19	.....	.....	91
California.....	173	140	149	12	.....	290
Colorado.....	198	127	132	6	2	48
Connecticut.....	460	151	289	3	.....	168
Delaware.....	30	24	45	.....	.....	50
Florida.....	82	53	65	3	3	68
Georgia.....	109	178	41	4	5	285
Illinois.....	1,625	445	746	20	5	1,579
Indiana.....	249	109	186	4	3	319
Iowa.....	290	113	207	13	4	188
Kansas.....	121	141	122	4	1	279
Kentucky.....	133	109	54	2	7	444
Louisiana.....	19	69	214	.....	2	189
Maine.....	134	50	123	.....	1	81
Maryland.....	89	152	104	7	.....	621
Massachusetts.....	582	330	953	.....	3	407
Michigan.....	404	137	143	10	3	461
Minnesota.....	202	60	90	1	3	177
Mississippi.....	28	38	19	1	2	109
Missouri.....	505	297	521	6	3	698
Nebraska.....	140	141	83	1	3	91
Nevada.....	3	3	4	.....	.....	8
New Hampshire.....	91	50	130	1	1	68
New York.....	2,126	1,169	4,930	13	0	3,479
New Jersey.....	155	137	641	1	2	440
North Carolina.....	60	36	20	2	2	78
Ohio.....	457	134	396	7	3	1,797
Oregon.....	27	15	15	2	.....	19
Pennsylvania.....	476	790	3,263	5	3	1,343
Rhode Island.....	85	42	98	.....	1	72
South Carolina.....	51	56	11	1	1	121
Tennessee.....	174	116	23	4	6	196
Texas.....	81	84	40	9	8	314
Vermont.....	70	23	57	1	.....	40
Virginia.....	132	139	104	4	1	494
West Virginia.....	27	44	24	4	1	124
Wisconsin.....	223	75	193	4	.....	283
Alaska.....	1	.....	.....	.....	.....	.....
Arizona.....	14	9	2	1	.....	9
Dakota.....	79	32	26	3	.....	74
District of Columbia.....	90	152	260	.....	.....	396
Idaho.....	2	6	6	.....	.....	5
Indian Territory.....	6	5	10	.....	1	11
Montana.....	41	20	3	1	2	25
New Mexico.....	26	13	2	2	.....	11
Utah.....	10	9	6	1	.....	11
Washington Territory.....	36	18	10	.....	.....	44
Wyoming.....	12	9	7	.....	1	11
	10,224	6,161	14,633	170	94	16,297

EXHIBIT D.—*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, 1889.*

Class of cases.	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.	Superintendent Free-Delivery System.	Office of Law Clerk.	Office of Chief Post-Office Inspector.	Auditor of the Treasury Post-Office Department.	Total number of each class.
Responsibility of sureties .....	2,083										2,083
Inspection of post-offices .....	13	1	466			1			1,989	2	2,472
Complaints and charges against postmasters and employes of post-offices .....	337	10	44	24	20	23	2		626	3	1,089
Establishment of post-offices and stations .....	20								18		38
Discontinuance of post-offices and stations .....	10								27		37
Allowances for post-offices .....	150								34		184
Location, change of site, and name of post-offices .....	73								29		102
Appointment of postmasters .....	54								17		71
Free-delivery system .....							16				16
Mail-messenger service .....		2							9		11
Lease of post-offices .....								140			140
Routes: Establishment, discontinuance, or change of service .....		7							57		64
Routes: Charges against contractors, carriers, etc .....	1	20			3		1		42		67
Mail-keys: Loss, etc .....		17			1				20		38
Charges against railway postal clerks .....					10				22		32
Collection of balance due the United States .....									1	99	100
Inspection of money-order and postal-note business, collection of funds, forwarding statements, and instruction of postmasters .....				215							215
Wrong payment of money-orders and postal notes .....				89					5		94
Establishing money-order and postal-note service .....				70					17		93
Discontinuance of money-order and postal-note service .....				32							32
Violation of postal laws and regulations of 1887:											
Section 259 .....			96						1		97
Section 375 .....										15	15
Section 379 .....			2						20		25
Section 380 .....	3	1	9		2	9			204		228
Section 796 .....		3				3			2		8
Section 1442 .....									6		6
Section 1447 .....	14	5	1		5	4			149		178
Section 1448 .....	2				1				109		112
Section 1449 .....									11		11
Section 1451 .....									11		11
Section 1460 .....	1		6			16			195		218
Section 1464 .....			15								15
Section 1469 .....			4			2			73	1	80
Miscellaneous investigations and complaints .....	124	57	95	116	27	132	2	8	442	46	1,049
Total .....	2,885	123	738	552	69	193	21	148	4,136	166	9,031

**EXHIBIT D.**—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, 1889.

	Number.
Number referred to and relating to office of—	
Postmaster-General .....	38
First Assistant Postmaster-General .....	2,587
Second Assistant Postmaster-General .....	194
Third Assistant Postmaster-General .....	246
Superintendent Money-Order System .....	476
General Superintendent Railway Mail Service .....	72
Assistant Attorney-General .....	120
Office of Law Clerk .....	138
Superintendent Free Delivery System .....	28
Auditor of the Treasury for the Post-Office Department .....	95
Relating to the office of Chief Post-Office Inspector and filed .....	873
Reports of the inspection of post-offices referred to the several bureaus of the Department .....	2,135
<b>Total .....</b>	<b>7,002</b>

#### RECAPITULATION.

Cases (Class C) referred to inspectors for investigation during the fiscal year 1889 .....	9,031
Cases on hand July 1, 1888, referred for investigation during previous years .....	8,332
<b>Total to be accounted for .....</b>	<b>17,363</b>
Cases referred to inspectors, reported upon, and finally closed during the fiscal year 1889 .....	7,002
Cases referred to inspectors during previous years, reported upon, and finally closed during the fiscal year 1889 .....	2,837
<b>Total number of cases closed .....</b>	<b>9,839</b>
Cases remaining in the hands of inspectors July 1, 1889 (uninvestigated) .....	7,524

#### EXHIBIT E.—CLASS F.—FOREIGN CASES.

This class of cases relates to complaints regarding irregularities affecting all classes of mail matter passing between the United States and foreign countries, particularly to complaints of losses, delay, non-delivery, and tampering. It also includes violations of customs regulations, where collections have not been properly made by postmasters to cover the amounts of duty charged on imported mail matter forwarded by collectors of customs.

For the purpose of explaining their character and treatment these cases may be considered under three general classes—relating to registered mail, unregistered mail, and miscellaneous complaints against postmasters and postal employes in their treatment of foreign mail. Registered articles deposited in the mails can generally be traced with certainty by the records of the offices through which they may pass, and hence more specific information is forthcoming as a result of investigation than is the case where unregistered mail is the subject of inquiry. In the last-mentioned class, inquiries are for the most part confined to the sender and addressee, the offices of mailing and destination, where record is made of ordinary mail matter held for cause and sent to dead-letter offices, and some of the larger exchange offices where unregistered matter may be stopped in transit as unmailable under the Postal Union regulations and turned over to the dead-letter office. Unregistered articles are also traced, in many instances, by application to the return-letter offices of the particular country where the matter originates, and where, if undelivered, they would finally be received, and, if the contents proved valuable, be recorded and held for application of the sender or addressee.

The entire number of Class F cases reported for investigation during the fiscal year ended June 30, 1889, was 10,571, of which 6,654 related to registered mail, 3,917 to unregistered mail, and 784 to miscellaneous complaints. Of the registered cases treated of and closed during the year there were 6,114 in which no loss occurred, and in 207 cases the losses could not be located, or if located, no recovery was effected to re-imburse the senders or addressees.

The following tables indicate between what foreign countries and what States mail matter was passing, regarding which investigation was made, the number of cases treated, and the character of mail matter involved:

TABLE 1.—States and countries between which the registered mail was passing, and number of cases in which investigation determined that no loss had been sustained.

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Spain.	Sweden.	Switzerland.	South America.	U. S. of Colombia.	West Indies.	Miscellaneous.	Total.
Alabama	1					1	2	2						2						1		9
Arizona	1					1	1	1			1	1									1	8
Arkansas	1						5	23			3	1										12
California	32	1		9	1	19	85	68		24	13			28	4	7	3	7	8	1	5	121
Colorado	13			9		1	25	19	3	7				1	1			3	2	1		86
Connecticut	2			5		1	12	16		14				8			2	3	2			62
Dakota	6			4			10	9						2			2	3	1			46
Delaware				1			2	2		4								1	2			13
District of Columbia	1	1		22		3	12	9			4	1			5	5		3	1		1	50
Florida	3			2		2	1	7		1				1						5		22
Georgia	2					1	4	6		1											1	15
Idaho				1			1															2
Illinois	52	1	1	24	4	6	145	61	4	31	10	3	3	21	1	17	7	3	1		4	399
Indiana	2			2			21	5					1	2			2	1			2	38
Indian Territory							3							1				1				5
Iowa	11			7	1	1	30	2			1		3	1			6	4			1	71
Kansas	13		1	2			21	10	1					5							2	57
Kentucky	4			1			12	1		2	2			3			3				2	30
Louisiana	6		1	6		7	21	12		21	6				3		1		9	6		165
Maine	3			6	1	2		3		1				1							2	19
Maryland	4			1	2		20	7		4	1							2			3	44
Massachusetts	8		5	125	1	12	32	70		40	5	1		23	3	5	1	5		11	14	366
Michigan	15			8	1		42	19	1	6		1	3	11		9						116
Minnesota	16		1	12	2		33	13	1	3			14	4		20	2				1	122
Mississippi							5	4		3												14
Missouri	29	1	1	16		1	53	21	2	11	4			22	6	1		6	2	1	1	159
Montana	3			1	1		4	15									1	1	1			32
Nebraska	13			3	1		21	13				1	2	2		1					3	61
Nevada	2						1			1				2			1					10
New Hampshire				7			2							1								11
New Jersey	9			1	1	1	51	23	2	20	3			7			5	3	1		2	135
New York	109	6	174	20	5	53	402	185	13	298	42	4	2	65	85	13	17	441	147	53	33	1,172
New Mexico							5	7		4	4											21
North Carolina							3	2						1								5
Ohio	22			5	1	3	98	25	3	13	2			5		1	13	1			6	198
Oregon	6			4	1		8	5						1			1				1	27
Pennsylvania	62		2	20	1	9	220	89	14	82		1	1	49	2	6	11	13	1	12	7	602
Rhode Island	1			3		1	2	7		5						1					7	27
South Carolina	2						5	2						3						1	1	15
Tennessee	1					2	11	8									2					29
Texas	8	1		2		5	42	22	2	6	10			1	3		3	2	1		1	109
Utah	1			1			1	4			2			1			2	1				13
Vermont							3	2		1											1	8
Virginia							4	10			1				1							17
Washington	7			4	1		7	16		3	1			4							1	44
West Virginia						1	3			1												5
Wisconsin	18	2		2	1	2	69	10	1	3		1	6	3		1	3			1	1	137
Wyoming				2			2	4		1				2								11
Total	489	13	187	322	24	136	1,561	820	47	625	110	12	62	249	108	97	101	489	164	106	128	5,847

In addition to the cases embraced in the foregoing table, there were 277 cases relating to mail matter of foreign origin, which was passing in transit through the United States from one foreign country to another, but became the subject of inquiries by this office, and in which no loss was sustained.

The following table (No. 2) of losses may be summarized as—

Registered letters lost by wrecks, burnings, and robberies of mail, in which no recovery was effected .....	13
Registered letters lost in which neither the facts nor circumstances could be ascertained by investigation .....	29
Registered letters lost for which no recovery could be effected or indemnity paid .....	40
Registered letters alleged to have been rifled in transit through the mails, in which cases the depredation could not be located (either in the United States or in foreign countries) .....	80
Number of cases in which the depredation was believed to have been located, but no recovery effected .....	45
<b>Total .....</b>	<b>207</b>

TABLE 2.—*States and countries between which the registered mail was passing, which, after investigation, remained unaccounted for, or in which the loss or depredation was located, but no recovery effected.*

States and Territories.	Austria.	Canada.	France.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.	Norway.	Russia.	Sweden.	Miscellaneous.	Total.
California .....				1	1			2				1	5
Colorado .....				1			5	1	1			1	9
Connecticut .....		1			1	1				2			5
District of Columbia .....			1										1
Dakota .....												1	1
Florida .....												1	1
Georgia .....								1					1
Idaho .....					2								2
Illinois .....	2	1		3	2		3			4	1		16
Indiana .....						2							2
Iowa .....		1		1	1								3
Kansas .....					2								2
Louisiana .....												1	1
Maine .....		4											4
Maryland .....						1				1			2
Massachusetts .....		12			3		1			5	1	1	23
Michigan .....		1								1			2
Minnesota .....	1	1				2							4
Missouri .....					1					1			2
Mississippi .....										1			1
Nebraska .....				2									2
New Hampshire .....										1			1
New Jersey .....						1	1			3		1	6
New York .....								5		9	1	5	50
Ohio .....	3	8	1	3	2		13			1			7
Pennsylvania .....	3			2	5	8	1			7		1	27
Rhode Island .....		2			1		2						5
South Carolina .....										1		1	2
Tennessee .....					1								1
Texas .....			1	1			1	1					4
Vermont .....		1											1
Virginia .....	3				1		1		1	1			7
West Virginia .....						1							1
Washington .....	1	1			1	1					1		4
Wisconsin .....				1									2
<b>Total .....</b>	<b>15</b>	<b>34</b>	<b>3</b>	<b>17</b>	<b>24</b>	<b>17</b>	<b>29</b>	<b>10</b>	<b>2</b>	<b>37</b>	<b>4</b>	<b>15</b>	<b>207</b>

The following tables (Nos. 3 and 4) relate to the unregistered mail which formed the subject of investigation. Of this class of cases there were closed without loss, 1,258; and in 2,628 such cases the losses remained unaccounted for. The character of the mail matter embraced in these tables may be indicated as—

Unregistered packets .....	1,922
Unregistered letters containing inclosures .....	1,394
Unregistered letters without inclosures .....	570
<b>Total</b> .....	<b>3,886</b>

TABLE 3.—*States and countries between which the unregistered mail was passing, and number of cases in which investigation determined that no loss had been sustained.*

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Sweden.	Switzerland.	South America.	U. S. of Colombia.	West Indies.	Miscellaneous.	Total.
Alabama .....	1					1	1														3
Arizona .....								1													1
Arkansas .....																					
California .....				1	1	2	5	35										4	3		51
Colorado .....				2			1	9													13
Connecticut .....				4				11							1			1	2		19
Dakota .....					1			3					1								5
Delaware .....				1			1	1													3
District of Columbia .....	1			5		1	2	9										1	1		21
Florida .....								4													4
Georgia .....								3												3	6
Idaho .....								5													5
Illinois .....	1			15	1	1	8	39	1										3	9	79
Indiana .....				2			3	4			2		1								12
Indian Ter. ....							3	3													3
Iowa .....				3		1	2	7				1									14
Kansas .....							1	6							1	1					9
Kentucky .....				1			2	2													5
Louisiana .....			1	2			1	11				1								1	17
Maine .....				2			1	5		1											9
Maryland .....		1		1		2	2	7		1			1					2			17
Massachusetts .....				23		1	1	40		1				1					1		68
Michigan .....				28	1	1	3	12				2				1		1	1		50
Minnesota .....				4			1	8		1											14
Mississippi .....							1														1
Missouri .....				7			6	14													27
Montana .....								2													2
Nebraska .....							2	8													10
Nevada .....					1	1		1													3
New Hampshire .....				1	1	1		3													8
New Jersey .....		2		1		3	4	35										1	2		48
New Mexico .....																					
New York .....	7	7	1	141	1	22	38	203	3	4	2	3	4	3	2	2	2	1	11	11	468
North Carolina .....				1			1														2
Ohio .....				12		1	19	24		2		1		1		1			2		63
Oregon .....	1			1				6													9
Pennsylvania .....		1		21	1	4	20	74		2			1	1		2		2	2	3	131
Rhode Island .....				3			1	4													9
South Carolina .....							1	1		1											2
Tennessee .....								4													4
Texas .....	1						1	8												1	11
Utah .....								3												1	4
Vermont .....				5																	5
Virginia .....								3										1			4
Washington .....								1													1
West Virginia .....								1													1
Wisconsin .....				2			4	8					1								15
Wyoming .....								1													1
<b>Total</b> .....	12	11	2	289	8	42	131	629	4	13	4	8	10	6	4	9	2	5	29	40	1,258



TABLE 4.—States and countries between which the unregistered mail was passing, and number of cases in which the loss could not be located.

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Spain.	Sweden.	Switzerland.	South America.	U. S. of Colombia.	West Indies.	Miscellaneous.	Total.
Alabama	1			1			1	4			1		1									9
Arizona								1														1
Arkansas				1				1														2
California		1				12	14	59			2		1					2		1	10	100
Colorado				9			4	11								12						27
Connecticut				18		2	3	13		1					3			1			12	43
Dakota				4				9					1			1	1					16
Delaware				2				1													1	4
District of Columbia				2		3	3	8		2	1				1		1			1	12	25
Florida				2				9												1	12	12
Georgia				2			1	6						1						12	1	13
Idaho								2														2
Illinois	2	2		46	1	1	15	56		3	1	2	2	1		5		2			1	140
Indiana				5		1	5	7														18
Indian Ter.								3														3
Iowa				1			1	14	1													17
Kansas				4			1	14								1					1	21
Kentucky				3		1	4	10		1											1	20
Louisiana	1	2		3		6	4	9			1						1			2		29
Maine				5		1	1	8										1			2	24
Maryland		1		9			4	10												12	2	22
Massachusetts				79	1	3	7	72		4	1		1	2		1	1		2	5	6	185
Michigan				94			1	33			3			1		12				2	2	137
Minnesota	2			17			5	15					1				2					43
Mississippi								1														1
Missouri			1	11		2	7	17			1			1								40
Montana				1				8														9
Nebraska				2		1	2	9						1								15
Nevada				1																		1
New Hampshire				15		1	1	4												1		22
New Jersey	3	1	5		2	4		41		3				1	1		2	1	2		1	67
New Mexico				1				2														3
New York	8	7	1250	5	62	125	380	3	17	22	2	3	6	2	14	7	9	8	53	28	1	1,012
North Carolina				1				3									1					5
Ohio	1			33		6	13	35	2	3	3	1						1		1		99
Oregon				3			2	2													2	9
Pennsylvania	6	2		45	1	13	29	139		5	1			2	1	2	3	3	2	3	0	263
Rhode Island				7		2		34		1					1						1	46
South Carolina								3		1												4
Tennessee				2		1	1	2														6
Texas	2					1	1	13			3		1			1	1				2	25
Utah								7														7
Vermont				5				2														7
Virginia		1		3			2	11				1						1	1			20
Washington		1		3				9														14
West Virginia				3			1	2														6
Wisconsin				5		1	9	15				1		1								32
Wyoming								2														2
Total	21	22	3,710	8	113	273	1,110	6	42	37	10	11	17	5	31	19	22	15	74	70		2628

## SUMMARY.

Number of cases (Class F) on hand at close of the fiscal year 1888 as unfinished .....	2,750
Number of new cases reported during the fiscal year 1889 .....	10,571
Total .....	13,321
Number of such cases closed for the year (the necessary inquiries having been concluded).....	10,809
Number remaining unfinished in the course of investigation July 1, 1889.....	2,512
Total .....	13,321
Cases involving registered articles closed without loss, or in which losses were made good ....	5,847
Registered articles where no recovery of loss was made, or place and manner of the loss could not be located .....	207
Number of cases involving unregistered mail matter in which inquiries demonstrated that no loss had been sustained, or the missing articles were discovered by means of the inquiries made and restored to owners .....	1,258
Number of unregistered articles which could not be traced or their loss accounted for .....	2,628
Number of cases where registered matter was received from one foreign country and passed in transit through the United States to another foreign country which became the subject of inquiries and not enumerated in the foregoing tables, no actual losses having been sustained .....	267
Number of cases regarding miscellaneous complaints of non-payment of customs duty, forwarding of lottery circulars from foreign countries for delivery in the United States, irregularities in the issue or payment of foreign money-orders, and other cases not heretofore enumerated .....	602
Total number of Class F cases receiving treatment for the year .....	10,809

In the foreign correspondence necessary to the consideration of the F cases a large number of communications are received requiring translations, which have been kindly furnished by the office of the Superintendent of Foreign Mails.

It has been found expedient to treat foreign cases (class F) by correspondence in the office of Chief Inspector, in order that the necessary foreign inquiries and replies may have immediate attention; and by this means, when simple or routine inquiries develop into serious depredation cases, or point to dishonest or careless practices on the part of postal employes, no time is lost in placing the investigation in the hands of the proper post-office inspector operating on domestic cases of a similar character; and the information from abroad, which he may need, is obtained by this office in connection with its general foreign correspondence. The practice of making foreign inquiries regarding mail matter appears to be universal with all the administrations of the Postal Union; and the number of such inquiries received by this office from foreign departments is nearly equal to the number of cases which arise from domestic complaints and call for foreign inquiries by this office. Involving registered matter, the largest number of inquiries originate with the German department, and of ordinary mail the largest number of inquiries received from any one foreign department originate with Great Britain. The proximity of the United States to Canada and Mexico gives rise to a large number of inquiries from this office for mail matter addressed to those countries. The number of cases remaining on hand, unfinished, at the end of each year is large, for the reason that time is required to receive replies from abroad, especially as the cases require careful inquiry, and in some instances a protracted investigation, before the facts can be determined to make the reply definite and satisfactory.

**EXHIBIT F.**—*Statement of the receipt and disbursement of moneys collected and recovered on account of losses in the mails during the fiscal year 1889.***RECEIPTS.**

Balance remaining over unexpended from the fiscal year 1888 (being moneys recovered during previous fiscal years).....	\$688. 23
Total amount collected and recovered and received at the Department from July 31, 1888, to and including June 30, 1889.....	16, 406. 42
<b>Total</b> .....	<b>17, 094. 65</b>

**DISBURSEMENTS.**

Total amount disbursed on account of reported losses in 807 A or registered cases.....	\$13, 033. 34
Total amount disbursed on account of reported losses in 109 B or ordinary cases.....	583. 00
Total amount disbursed on account of reported losses in 6 C or miscellaneous cases.....	145. 50
Total amount disbursed on account of reported losses in 30 F or foreign cases.....	749. 91
<b>Total number of cases settled</b> .....	<b>952</b>
Balance remaining over unexpended at the ending of the fiscal year 1889..	2, 582. 90

I desire to call your attention to the fact that an increase in the annual appropriation for mail depredations and post-office inspectors should be made.

This is an absolute necessity to the end that the number of inspectors necessary to the proper performance of the increased work of this service may be employed and more satisfactory results obtained, which, with the limited number of inspectors now on the force, is impossible.

The current work of this service has kept pace with the steady increase of the postal service throughout the country; yet the average number of inspectors employed for several years past has remained very nearly the same—with the exception of the fiscal year 1888, when the appropriation was increased from \$200,000 to \$300,000, with the object of causing the inspection of offices of the fourth class (numbering at that time 54,874), which was not possible in previous years with the appropriation then available.

The appropriations made to sustain this service for the fiscal years 1883, 1884, 1885, 1886, 1887, and 1889, were \$200,000.

The records show an increase in the number of cases investigated during the fiscal year 1889 over 1888 of—

Class A (covering complaints of loss in the domestic registered mail), 1,740 cases, or 36 per cent.

Class B (covering complaints of losses in the domestic ordinary mail), 2,662 cases, or 6 per cent.

Class C\* (covering complaints of a miscellaneous character), 1,078 cases, or 13 per cent.

Class F (covering losses in the foreign and domestic mails), 816 cases, or 8 per cent. Or an average increase of all character of cases of 16 per cent.

For the purpose of showing the extent of the growth of work in this service I will state that the increase in the number of all classes of cases during this fiscal year over 1883 is 19,626, or a percentage of increase of 36½. For the first quarter of the present fiscal year (1890) over the corresponding quarter of the previous year there is shown to be a per-

\* The inspection of fourth-class post-offices not included. The figures are based on current or regular work.

centage of increase of 23, based upon the following actual showing of increased number of cases referred, viz:

Class A, domestic registered cases, 302 (increase, 26 per cent.).

Class B, domestic ordinary cases, 2,483 (increase, 25 per cent.).

Class C, domestic miscellaneous cases, 749 (increase, 32 per cent.).

Class F, foreign, registered, and ordinary, 178 (increase, 8 per cent.).

At the same ratio of increase for the first quarter of the present fiscal year (1890) the percentage of increase of the character of cases above specified for the entire fiscal year 1890 over the fiscal year 1889 would be about 92.

The inspection of fourth-class offices was discontinued under the last administration, owing to the insufficient number of inspectors available with which to attend to the regular current work and that class of inspections at the same time; and, as a result, 6,000 of these were called in by my predecessor and closed upon the files as unfinished business, and it was found impracticable to cause inspections of this class in Arizona Territory, Arkansas, Dakota Territory, Iowa, Kentucky, Montana Territory, Nevada, North Carolina, South Carolina, Washington Territory, West Virginia, and Wyoming (in which States and Territories there was a total number of 11,835 offices of the fourth class).

The change of administration has increased the volume of work in this service to a considerable extent, requiring, in many instances, the services of the inspectors in the installation of newly appointed postmasters into office, investigation as to the validity of their official bonds, etc., all of which is additional to the regular work.

My predecessor urged upon the Postmasters-General under the last administration the necessity of restoring the appropriation for this service for the fiscal years 1889 and 1890 to the sum appropriated for the fiscal year 1888, viz, \$300,000, which was recognized and individually approved by them, but their recommendations were not adopted by Congress.

I hereby urgently recommend that Congress be asked to make an appropriation of the sum of \$300,000 for the force of post-office inspectors and mail depredations for the fiscal year ending June 30, 1891.

I have to call your attention to the fact that the burglarizing of post-offices is on a steady increase throughout the country, demanding the attention of this Department in no uncertain manner. If a standing reward for the arrest and conviction, in any United States or State court, of any person charged with such crime, was offered by the Department, I am confident it would have a wholesome effect.

A comparison of the following statistics will show the steady increase of such cases; and the marked increase during the fiscal year just passed over the fiscal year 1888, furnishes a good reason for some decided action being taken, with the view of checking it, to wit:

Post-offices reported burglarized during the fiscal years—

1885 .....	459
1886 .....	487
1887 .....	620
1888 .....	683
1889 .....	849

showing an increase of 84 per cent. during the last fiscal year over the fiscal year 1885, and of 24 per cent. over that of 1888.

Of the above number of burglaries reported to the Department, there were arrested by the inspectors of this service and others (as will be shown by Exhibit A, page 27, of the annual report for the fiscal year 1888), during the fiscal years 1885, 1886, 1887, 1888, and 1889, 89, 79,

132, 172, and 184 persons, respectively. It will be noted that the increase of burglaries during the fiscal year 1889 over 1888 is 24 per cent., while the percentage of increase of arrests of that class of offenders is but 7.

On January 1, 1889, the total number of post-offices in the country was 58,111. The number of inspectors paid from the appropriation for mail depredations was 61. The offices most exposed to the burglar are those of the smaller classes, of which there were at the same date 57,517. It is manifestly impossible for the force of inspectors to closely watch all of these offices, and be upon the ground soon after a burglary has been committed. The offer of a small reward for arrest and conviction would spur local officers to greater activity in the pursuit of these offenders and would undoubtedly result in the capture of a greater number; whereas, at present the feeling that the loss is the Government's and not personal to the postmaster, has a tendency to make local authorities less zealous in their endeavors to pursue and arrest the criminals.

I recommend, therefore, a special appropriation of \$25,000 for the payment of rewards for the apprehension and conviction of post-office burglars, and also to include in the same provision for the payment of rewards for the apprehension and conviction of highway, stage, and train robbers, which are, under your order No. 226, dated August 29, 1889, now paid out of the appropriation for the salaries and expenses of inspectors of this service, and it is desired that the said appropriation be relieved to that extent.

In conclusion, I beg to state that the increase in the annual appropriation asked for is absolutely necessary for the proper discharge of the duties of the inspective force and in the best interests of the whole mail service.

Respectfully submitted.

E. G. RATHBONE,  
*Chief Post-Office Inspector.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*



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REPORT  
OF THE  
TOPOGRAPHER,  
POST-OFFICE DEPARTMENT,  
FOR 1889.

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# REPORT

OF THE

## TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

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POST-OFFICE DEPARTMENT,  
TOPOGRAPHER'S OFFICE,  
*Washington, D. C., October 30, 1889.*

SIR: I have the honor to submit herewith the annual report of the Topographer's Office for the fiscal year ending June 30, 1889.

On assuming charge of the Topographer's Office, Post-Office Department, on June 1, 1889, I found the map work of the office in a backward condition.

In the preparation of post-route maps there are difficulties encountered which distinguish them from all other maps, and which make it imperative that the work, consisting of incessant changes, alterations, and additions, should receive immediate attention. Therefore, when we consider that maps which have been in course of preparation from two to three years are thrown aside, or the work on the same suspended, either in consequence of pressing routine work, or lack of a sufficient draughting force, it becomes evident that there has been a waste both of time and labor, as the service on these original maps being out of date requires revision and relettering—unnecessary work that might have been avoided had the maps been completed at the proper time.

### IMPORTANCE OF NEW MAPS FOR THE POSTAL SERVICE.

The inevitable result arising from the continuous changes and additions made on the surfaces of the lithographic base-stones (the property of the Government), necessitated by the extension of the postal service, must be a gradual deterioration of the prints of the post-route maps, and a limit is reached when the surfaces of the base-stones fail to produce clear and legible impressions.

Since the adoption of the present system of reproduction, on July 1, 1883, thirty-seven successive bimonthly editions have been printed from these base-stones, requiring fresh disposition, erasure, and re-erasure every two months, and from July 1, 1883, to October 1, 1889, but twenty-nine new photolithographic sheets have been prepared, so that in a period of over six years only twenty-nine sheets of the sixty sheets comprising the set of post-route maps have been replaced by new photolithographic copies, an average of but four and six-tenths sheets per year.

There are eight other post-route maps of States and Territories, which being originally constructed before the public-land system was systematically established over any large extent of these States and Terri-

tories, have hitherto been regarded as preliminary, and, as their topographical features do not conform to the public-land surveys (inaccurate and not authentic) should be superseded by new compilations. To accomplish this, however, a sufficient draughting force should be employed to replace these maps as rapidly as possible, in order to avoid the accumulating additions and corrections in post-offices, routes, railroads, etc. As the draughting force of this office was reduced two in number a few years ago, and with a view to replace the old, worn-out, and incorrect maps by new compilations, I have included in the estimate for the next fiscal year two additional skilled draughtsmen.

#### GENERAL DUTIES OF THE TOPOGRAPHER'S OFFICE.

The general duties of this office may be referred to the following three distinct or separate divisions:

1. *Construction of new maps.*—The map work consists in the construction (projection and compilation) of the original drawings of the post-route maps of the general edition to replace old, worn-out, and inaccurate maps, and the tracing and lettering of the same for photolithography; preparing special drawings of enlarged sub-maps of the environs of the principal cities, where the territory embraced in these special drawings is overcrowded on the general edition of post-route maps; preparing sample diagrams of special editions of States and Territories for the Railway Mail Service, for the use of the employés of that service, exhibiting the railway postal lines and their connecting side mail routes; examining and testing the correctness of all new photolithographic maps received from the contractors.

2. *The preparation of the successive editions of printed post-route maps of the United States.*—In the preparation of the successive bi-monthly editions of the sheets of the printed maps, all the recorded orders in regard to the sites of post-offices and their mode of supply are transferred to the working maps, correction sheets, and sample sheets. This exhibit is also regularly transferred to the numerous sets of diagrams required for reference in the daily business at the headquarters of the Post-Office Department.

3. *Miscellaneous routine work.*—This routine work consists in the issuing of copies of printed post-route maps to the agents of the Post-Office Department, to purchasers, to members of both houses of Congress, etc., and the correspondence connected therewith; the computing and certifying of post-route distances for the settlement of questions of mileage required by public officers, furnishing lists of counties in the United States, and list of distances of the shortest post-routes between the larger and more important places; mounting maps in different forms, correcting and keeping up the published editions to date by the map correctors; preparing color guides, which show the frequency of service, county and State boundaries, for the contractor; entering in duplicate the establishments and changes in post-offices in books classified by States, etc., for the use of the draughtsmen, and the general correspondence of the office.

#### WORK PERFORMED IN THE TOPOGRAPHER'S OFFICE, WITH STATEMENT OF ISSUES OF POST-ROUTE MAPS DURING THE FISCAL YEAR ENDING JUNE 30, 1889.

(1) In the preparation and publication of post-route maps during the year ending June 30, 1889, the draughting force of this office has transferred to working maps, correction sheets, and sample sheets 4,727 es-

establishments and changes in post-offices, and of changes in service 8,400, in all 13,127 corrections.

(2) Twelve thousand two hundred and fifty-six sheets of post-route maps, consisting of 4,571 maps of States and Territories in combined form, have been distributed during the last fiscal year. The greater part of the distribution was to postmasters, post-office inspectors, officers and clerks of the Railway Mail Service and other agents of the Department, the remainder being furnished on request to Senators and members of the House of Representatives, committees of Congress, purchasers, educational and scientific institutions, etc. Thirty-six per cent. of these maps were backed and mounted on rollers or bound in folio or octavo, and, when issued, have always been corrected up to date.

The sales of maps, as authorized by law, amounted, during the past fiscal year, to \$1,994.

Eight thousand and five hundred sheets, consisting of 11 special diagrams of States and Territories, have been furnished to the General Superintendent of the Railway Mail Service. It being found impracticable and too expensive to supply the numerous employes (postal-car clerks and others) of that service with the elaborate maps of the general edition, cheap special editions, showing the railroad system with all necessary side connections, are prepared from the base stones of the general edition by making new transfers from the same of such portions as are required by the Railway Mail Service and printing them in black only.

(3) For the daily use of the officers and corresponding clerks of the contract office, and of the appointment office, for the General Superintendent of the Railway Mail Service and topographer, twelve complete sets of postal diagrams, comprising three hundred and three maps, have been kept up by hand, showing the changes in the service once a month. In addition to this series of diagrams, there have been brought up, at longer intervals than a month, two hundred and fifty-three maps for the use of the Postmaster-General, chief inspection division, and other officers of the Department.

(4) The miscellaneous correspondence comprised four thousand five hundred and forty-nine letters, written upon the various subjects pertaining to the detail of the office. The number of letters received was four thousand five hundred and thirty-two.

In order to procure correct information in regard to lines of railroads, one hundred and fifty-two letters of request have been addressed to engineers and other officers of the railroads, inclosing a tracing or map of the section of country through which the road passes, to have marked thereupon, or upon a map of their own, the correct line, with intermediate distances, for transference to the maps of this Department.

One thousand and ninety circular queries have been sent to postmasters to obtain the location of their offices in instances when the data reported from the appointment office have been inadequate.

The calls for certificate of distances by post-routes, required in the settlement of mileage accounts by officers of the public service, have received prompt attention. During the past fiscal year 1,118 letters have been answered, covering 1,657 queries.

(5) New maps of Maine in one-sheet form, California and Nevada in four-sheet form, have been completed during the past fiscal year to replace former copies which required new compilations.

During the current fiscal year new maps of New England in two-sheet form, New York in four-sheet form, and Texas in two-sheet form

(in course of preparation during the past fiscal year) have been completed and published.

All of these maps were reproduced by photolithography, and show all the post-offices, the mode of supply, their intermediate distances, the frequency of mail service as actually in operation at the beginning of each month, also county and State boundaries in colors.

Four submaps on an enlarged scale have been photolithographed and transferred to their respective base stones of the general edition.

There are now in preparation a new map of North and South Dakota in two-sheet form, Oregon and Washington in two-sheet form, and a new map of Ohio and Indiana in process of completion.

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.

It is with pleasure that I acknowledge the valuable assistance given in the work by the force of draughtsmen and employés of the topographer's office.

A condensed statement of the work performed in the topographer's office for the fiscal year ending June 30, 1889, is herewith added.

Very respectfully,

C. ROESER, Jr.,

*Topographer, Post-Office Department.*

Hon. JOHN WANAMAKER,

*Postmaster-General, Post-Office Department.*

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*Condensed statement of work performed in the Topographer's office during the fiscal year ending June 30, 1889.*

Diagrams "kept up" monthly for Post-Office Department.....	303
Diagrams "kept up" at longer intervals than a month.....	253
Corrections and additions on post-route maps, consisting of establishments and changes in post-offices and changes in service.....	13, 127
Letters received.....	4, 532
Letters written.....	4, 549
Railroad letters and tracings sent out.....	152
Certificate of distances furnished.....	1, 118
Circular queries to postmasters.....	1, 090

*Detailed statement of post-route maps issued during the fiscal year ending June 30, 1889.*

To whom furnished.	Number of maps or sheets of post-route maps during the year ending June 30, 1889.		Number of maps during the fiscal year ending June 30, 1888.
	Maps.	Sheets.	
Postmasters.....	632	1, 635	473
Post-office inspectors.....	125	319	106
The Railway Mail Service (besides diagrams).....	2, 027	5, 736	2, 045
Post-Office Department (officers and clerks).....	471	1, 254	225
Officers of other Government Departments.....	274	696	81
Miscellaneous: Including Senators and Members of the House of Representatives, committees of Congress, educational and other scientific institutions, etc., and maps sold to private parties.....	1, 042	2, 616	1, 237
Total.....	4, 571	12, 256	5, 167

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**REPORT**  
**OF THE**  
**FIRST ASSISTANT POSTMASTER-GENERAL**  
**FOR THE**  
**FISCAL YEAR ENDING JUNE 30, 1889.**

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# REPORT

## OF THE

### FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., November —, 1889.

SIR: I have the honor to submit the following report of the work of this Bureau for the fiscal year ended June 30, 1889:

#### 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, 1888.	June 30, 1889.	Increase.	Decrease.
Number of post-offices established during the year .....	3,864	2,770	.....	1,094
Number of post-offices discontinued during the year .....	1,645	1,147	.....	498
Net decrease over previous year .....	2,219	1,623	.....	596
Whole number of post-offices .....	57,376	58,999	1,623	.....
Number filled by appointment of the President .....	2,488	2,684	196	.....
Number filled by appointment of the Postmaster-General.	54,888	56,315	1,427	.....

#### *Appointments during the year.*

Appointments.	June 30, 1888.	June 30, 1889.	Increase.	Decrease.
On resignations and commissions expired .....	6,521	8,854	2,333	.....
On removals .....	1,244	7,853	6,609	.....
On deaths of postmasters .....	659	553	.....	106
On establishment of post-offices .....	3,864	2,770	.....	1,094
Total .....	12,288	20,030	8,942	1,200

Total number of appointments during the year..... 20,030  
Total number of post-offices discontinued..... 1,147  
Number of names and sites changed..... 1,021

Total number of cases acted upon during the year..... 22,198

By reference to the above table it will be seen that the number of postmasters appointed during the year ending June 30, 1889, was 20,030, of which 8,854, were upon resignations and commissions expired; 7,853 upon removals; 553 to fill vacancies by death; and 2,770 upon establishment of new post-offices.

There were also 1,147 post-offices discontinued during the year, and the names and sites of 1,021 were changed.

The increase and decrease in the number of post-offices, arranged by sections, States, and Territories, were as follows :

	Increase.	Decrease.	Net in-crease for 1889.	Net in-crease for previous year.
<i>New England States.</i>				
Maine .....	19			
New Hampshire .....	11			
Vermont .....	2			
Massachusetts .....	10			
Rhode Island .....		1		
Connecticut .....	5			
Total .....	47	1	46	5
<i>Middle States and District of Columbia.</i>				
New York .....	43			
New Jersey .....	13			
Delaware .....	6			
Maryland .....	26			
Pennsylvania .....	121			
District of Columbia .....	2			
Total .....	211		211	183
<i>The three States and the Territories of the Pacific Slope.</i>				
Oregon .....	29			
California .....	79			
Nevada .....	2			
Washington .....	23			
Arizona .....	4			
Alaska .....				
Total .....	137		137	190
<i>Southern States and Indian Territory.</i>				
Virginia .....	62			
West Virginia .....	38			
North Carolina .....	84			
South Carolina .....	51			
Georgia .....	69			
Florida .....	48			
Alabama .....	76			
Mississippi .....	41			
Louisiana .....	47			
Texas .....	61			
Arkansas .....	37			
Missouri .....	44			
Tennessee .....	74			
Kentucky .....	64			
Indian Territory .....	26			
Total .....	825		825	1,406
<i>The ten States and six Territories of the West and Northwest.</i>				
Ohio .....	48			
Indiana .....	14			
Michigan .....	71			
Illinois .....	52			
Wisconsin .....	35			
Iowa .....	28			
Minnesota .....	33			
Kansas .....		6		
Nebraska .....	4			
Colorado .....	52			
Dakota .....	15			
New Mexico .....	1			
Montana .....	7			
Wyoming .....	12			
Idaho .....	14			
Utah .....	14			
Total .....	410	6	404	



It will be observed that the largest increase in the number of post-offices in any of the States and Territories the past year was 121 in Pennsylvania.

The largest increase the previous year was 158 in North Carolina.

The only States in which there was a decrease in the number of post-offices were, Kansas 6, and Rhode Island 1.

The following statement shows that there were ten States each having upwards of two thousand post-offices in operation on June 30, 1889, also the number of Presidential and Money-Order offices in operation in those States on that date:

States.	Whole number of post-offices.	Number of Presidential post-offices.	Number of money-order post-offices.
Pennsylvania .....	4,340	192	465
New York .....	3,317	236	549
Ohio .....	2,856	154	531
Virginia .....	2,543	42	135
Illinois .....	2,352	191	647
North Carolina .....	2,352	28	138
Missouri .....	2,255	85	364
Tennessee .....	2,118	32	132
Texas .....	2,106	78	331
Kentucky .....	2,041	43	129

By the annual adjustment of the salaries of postmasters, which took effect July 1, 1889, 46 offices of the third class were reduced to the fourth class, and 15 offices of the fourth class were assigned to the third class, leaving 2,652 Presidential offices in operation at the beginning of the present fiscal year, which, in accordance with law, were classified as follows:

First class .....	102
Second class .....	517
Third class .....	2,033
Total .....	2,652

The number of money-order offices in operation at the close of the fiscal year was 8,583, an increase of 472 over the number reported the previous year.

The number of money-order stations in operation July 1, 1889, was 144, an increase of 14 over the previous year.

The number of postal-note offices in operation July 1, 1889, was 557.

The total number of cases acted upon during the year was 21,198.

For further information relative to the establishment of post-offices, the appointment of postmasters, etc., reference is made to the tabulated statements marked B, C, and D, appended to this report.

#### DIVISION OF SALARIES AND ALLOWANCES.

##### DUTIES ASSIGNED TO THE SALARY AND ALLOWANCE DIVISION.

An outline of the duties assigned to the Salary and Allowance Division may be stated as follows:

The most important duties are the adjustment of the salaries of Presidential postmasters, or postmasters of the first, second, and third classes; consideration of applications for allowances for clerk hire, rent, fuel, light, furniture, miscellaneous and incidental expenditures; ex-

amination of the quarterly returns, or accounts of postmasters at offices of the first and second class 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 employés necessary for the proper transaction of the postal business in the first and second class post-offices; the supervision and regulation of the box-rent rates and deposits for keys for lock-boxes, and the large and constantly increasing correspondence relative to the subject-matters stated above.

Additional duties have been assigned to the Salary and Allowance Division by the act of Congress approved June 29, 1886, which took effect July 1, 1886, providing that clerks doing money-order business at offices of the first and second-classes shall be compensated from the allowance for clerk-hire, 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 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, has also largely increased the work of this division. The *sixth 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, 1889.

The work of the Salary and Allowance Division has also been increased by the acts of Congress approved July 24, 1888, and March 2, 1889, providing for allowances for rent, fuel, and light for third-class post-offices, or offices whereat the salaries of postmasters are fixed from \$1,000, to \$1,900 per annum. By the recent adjustment of salaries of Presidential postmasters, which took effect July 1, 1889, 2,033 offices were assigned to the third-class, being an increase of 125 offices, as compared with the number of offices assigned to this class July 1, 1888.

Additional duties of an important character have been assigned to this division on account of the act of Congress approved March 2, 1889, relative to the classification and the fixing of the salaries of the clerks attached to first and second class post-offices from July 1, 1889. By the adjustment made in accordance with law, 102 offices were assigned to the first class and 517 to the second class, making a total of 619 offices coming within the provisions of the classification act of March 2, 1889, in effect July 1, 1889.

The various operations of the Salary and Allowance Division during the past year are submitted in tabulated form as follows:

*Tabulated statement of the operations of the Salary and Allowance Division for the fiscal year ended June 30, 1889.*

Items.	Fiscal year 1888-'89.	
	Total number.	Aggregate of allowances.
Number of letters received .....	83, 326	.....
Number of letters written .....	40, 501	.....
Number of circular-letters sent out .....	17, 985	.....
Number of allowances for clerk-hire made .....	6, 659	.....
Total amount allowed for clerks in post-offices .....		\$5, 942, 314. 61
Number of allowances for clerk-hire declined .....	2, 816	.....
Number of allowances for rent, fuel, and light made .....	7, 402	.....
Total amount allowed for rent, fuel, and light .....		879, 802. 51
Number of allowances for rent, fuel, and light declined .....	1, 182	.....

*Tabulated statement of the operations of the Salary and Allowance Division, etc.—Cont'd.*

Items.	Fiscal year 1888-'89.	
	Total number.	Aggregate of allowances.
Number of allowances for miscellaneous items made.....	10,068	.....
Total amount allowed for miscellaneous items.....		\$92,325.81
Number of allowances for miscellaneous items declined.....	2,646	.....
Number of allowances for furniture made.....	780	.....
Total amount allowed for furniture. (See amount miscellaneous.).....		.....
Number of allowances for furniture declined.....	1,602	.....
Number of allowances for advertising made.....	250	.....
Total amount allowed for advertising.....		11,500.36
Number of allowances for advertising declined.....	332	.....
Number of cases sent to chief post-office inspector for information.....	516	.....
Number of fourth-class offices reported by the Auditor, where the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions.....		.....
Number of fourth-class offices assigned to the Presidential class.....	281	.....
Aggregate amount required to pay the salaries of postmasters at the above Presidential offices (198) for one year.....	198	214,700
Number of special adjustments of postmaster's salaries.....	199	.....
Aggregate sum required to pay the above increased salaries for one year.....		214,800
Number of postmasters' salaries reduced and discontinued.....	2	.....
Aggregate amount saved by salaries reduced and discontinued, as above.....		3,300
Total number of salaries of postmasters adjusted during the year.....	2,065	.....
Aggregate amount of salaries involved in the adjustments (2,065), as above.....		4,613,900
Number of first-class post-offices (salary of postmaster \$3,000 to \$6,000 a year).....	102	.....
Number of second-class post-offices (salary of postmaster \$2,000 to \$2,900 a year).....	517	.....
Number of third-class post-offices (salary of postmaster \$1,000 to \$1,900 a year).....	2,033	.....
Total number of Presidential post-offices June 30, 1889.....	2,652	.....
Total amount required for salaries Presidential postmasters, as above (2,652), for one year.....		4,429,100
Allowance for clerk-hire reduced and discontinued.....	109	.....
Amount saved by clerk-hire reduced and discontinued.....		21,360
Allowances for rent, fuel, and light reduced and discontinued.....	104	.....
Amount saved by rent, fuel, and light reduced and discontinued.....		31,789
Number of employes (average).....	0.5	.....
Number of employes, review of postmasters' salaries (average).....	1	.....

The letters received during the fiscal year ended June 30, 1889, amounted to 33,326, being an increase of 1,870, or 5.9 per cent., as compared with 1888; 40,501 letters were written, being an increase of 3,060, or 8.2 per cent., as compared with the number written in 1888; 17,985 circular letters were sent out, being a reduction, as compared with 1888, of 10,034. The falling off in the number of circulars was owing to the fact that the work of reviewing the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes was practically completed.

Six thousand six hundred and fifty-nine allowances for clerk-hire were made, being an increase of 1,182, or 21 per cent., as compared with 1888; 2,316 applications for clerk-hire were declined.

Seven thousand four hundred and two allowances for rent, fuel, and light were made, being an increase of 5,260, or 245.6 per cent., as compared with 1888. This large increase was occasioned by allowances for rent, fuel, and light authorized by the Congress in the act approved July 24, 1888, for offices of the third class, and also by the fact that the allowances for fuel and light for first and second class offices were re-adjusted. One thousand one hundred and ninety-two allowances for rent, fuel, and light were declined, being an increase of 405, or 51.5 per cent. as compared with 1888. This increase was occasioned by a large number of applications for allowances for rent, fuel, and light from postmasters at third-class offices, which could not be complied with under

existing law, the maximum limitation for rent being \$300, and for fuel and light \$60 a year.

Ten thousand and sixty-eight allowances for miscellaneous items were made, being an increase of 1,943, or 23.9 per cent., as compared with 1888. Two thousand six hundred and forty-six allowances for miscellaneous items were declined, being a decrease of 142, as compared with 1888. Seven hundred and eighty allowances for furniture were made, being an increase of 32, or 4.3 per cent., as compared with 1888. Two hundred and fifty allowances for advertising were made, being an increase of 24, or 10.6 per cent., as compared with 1888. Three hundred and thirty-two applications for allowances for advertising were declined, chiefly on account of the limited appropriation. Two hundred and eighty-one post-offices of the fourth class were reported by the Auditor, whereat the annual compensation of the postmaster amounted to \$1,000 for the four consecutive quarters, exclusive of money-order commissions. Of this number 199 offices were assigned to the third class; the aggregate salaries of the postmasters thereat making a total of \$214,700. The special adjustments of postmasters' salaries number 199, involving the aggregate amount of \$214,800 for salaries of postmasters. Two offices of the third class were discontinued during the year, making a saving of \$3,300 for salaries discontinued.

The total number of salaries of Presidential postmasters adjusted during the year amounted to 2,965, and the aggregate amount involved for salaries in all the adjustments amounted to \$4,643,900. One hundred and nine allowances for clerk-hire were reduced or discontinued, making a saving of \$21,360; 104 allowances for rent, fuel, and light were reduced or discontinued, involving a saving of \$31,784.

A tabulated statement is herewith respectfully submitted, showing the operation of the Salary and Allowance Division for the fiscal years 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, and 1889, 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, 1887, 1888, and 1889, and increase of work since 1880.*

Items.	Fiscal year ended June 30—										Increase of work of 1889 over 1880.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
Number of letters received.....	4,808	4,255	8,806	10,520	17,837	21,873	24,031	29,834	31,456	33,326	28,428
Number of letters answered.....	5,160	4,751	7,398	10,002	21,393	28,332	30,105	35,568	37,441	40,501	35,841
Number of circular letters sent out.....			13,503	14,483	21,228	24,944	15,066	25,314	28,019	17,985	17,985
Number of allowances for clerk-hire made.....	1,336	1,694	2,280	2,758	3,917	3,352	3,412	4,737	5,477	6,659	5,323
Number of allowances for clerk-hire declined.....	1,929	1,603	1,694	2,604	1,319	1,688	1,727	2,455	2,148	2,316	387
Number of allowances for rent, fuel, and light made.....	302	379	499	2,461	2,518	1,696	1,353	1,359	2,142	7,402	7,010
Number of allowances for rent, fuel, and light declined.....	223	144	171	622	967	507	668	683	787	1,192	969
Number of allowances for miscellaneous items made.....	484	703	3,177	4,970	4,551	4,709	4,983	6,726	8,125	10,068	9,584
Number of allowances for miscellaneous items declined.....	96	534	855	2,501	1,613	1,356	2,130	3,131	2,788	2,646	2,550
Number of allowances for furniture made.....	166	117	258	543	647	578	523	654	748	780	614
Number of allowances for furniture declined.....	506	337	244	915	779	595	720	907	919	1,002	406
Number of allowances for stationery made.....	015	635	2,628	3,239	(*)						

<sup>1</sup>Decrease.

<sup>2</sup>Transferred to division of post-office supplies.

*Table showing volume of business transacted in the Salary and Allowance Division, office of the First Assistant Postmaster-General, etc.—Continued.*

Items.	Fiscal year ending June 30—										Increase of work of 1889 over 1880.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
Number of allowances for stationery declined.....	19	19	918	1,128	207	* 50	128	.....	.....	.....	.....
Number of allowances for advertising made.....	.....	.....	21	368	218	232	240	207	230	250	250
Number of allowances for advertising declined.....	.....	.....	39	120	116	130	214	243	342	332	332
Number of cases referred to the Chief Post-office Inspector.....	48	34	189	368	283	89	278	426	459	516	468
Number of special adjustments postmasters' salaries.....	.....	251	238	349	338	.....	.....	.....	201	199	199
Number of biennial adjustments postmasters' salaries.....	1,761	.....	2,012	.....	4,875	.....	.....	.....	.....	.....	.....
Number of 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	210	281	164
Number of Presidential offices relegated to the fourth class.....	.....	.....	9	15	97	134	45	22	28	.....	.....
Number of fourth-class offices assigned to the third-class.....	99	113	145	174	248	44	57	118	197	198	99
Number of lease cases prepared.....	.....	.....	33	176	37	(?)	.....	.....	.....	.....	.....
Number of leases in operation.....	.....	.....	313	228	298	(?)	.....	.....	.....	.....	.....
Number of cases of all kinds made special.....	.....	117	787	378	194	181	.....	.....	.....	.....	.....
Discontinued rent, fuel, and light.....	.....	.....	5	22	217	110	107	76	167	104	104
Discontinued clerk-hire.....	.....	.....	17	217	92	726	122	1,107	532	109	109
Number of Presidential post-offices.....	1,764	1,863	2,063	2,176	2,323	2,233	2,244	2,336	2,502	2,652	888
Number of claims for re-adjustment of postmasters' salaries, under act of March 3, 1883.....	.....	.....	.....	6,537	26,892	16,521	11,897	11,189	.....	.....	.....
Number of railway mail allowances made.....	.....	374	.....	.....	.....	.....	.....	.....	.....	.....	.....
Number of employes (average).....	3	3	4	5	7	15	13	17.6	15.5	10.5	.....

\*Relates to stationery fiscal year ended June 30, 1883.

†Transferred to law and lease clerk.

‡Transferred to office of the Second Assistant Postmaster-General.

\*8 employes on review of postmasters' salaries (1885 and 1886).

\*11+ employes on review of postmasters' salaries (1887).

\*9+ employes on review of postmasters' salaries (1888).

\*1+ employes on review of postmasters' salaries (1889).

#### ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

The act of Congress, approved March 3, 1883, provides for annual adjustments of the salaries of Presidential postmasters instead of biennial adjustments, as required by previous acts of Congress. In compliance with the existing law the sixth annual adjustment of the salaries of Presidential postmasters, or postmasters at first, second, and third-class post-offices, was made upon the basis of the gross receipts which accrued at the respective offices for the four quarters ended March 31, 1889, to take effect July 1, 1889.

This adjustment, it should be observed, was made upon the basis of receipts for one year, or four quarters, at the two-cent, or reduced rate of letter postage. The salaries of 2,698 postmasters were reviewed. The adjustment resulted in 102 offices being assigned to the first-class, 517 second-class, and 2,033 third class. This was a net increase of 5 first-class offices, 20 second-class offices, and 125 third-class offices from the 1st of July. Under the operation of the act of March 3, 1883, 80 offices were assigned from the fourth to the third-class Oc-

tober 1, 1888; 72 offices January 1, 1889; 31 offices April 1, 1889; and 15 offices July 1, 1889, making a total of 198 additional third-class offices. Forty-six offices (all third-class) were relegated to the fourth-class, making the total number of Presidential offices from July 1, 1889, 2,652, an increase of 150 offices, or 6 per cent., as compared with the number of offices July 1, 1888. The aggregate amount required to pay the salaries of Presidential postmasters from July 1, 1889, is \$4,429,100, an increase of \$226,300, or 05.4 per cent., as compared with the same item from July 1, 1888.

The grand total of gross receipts which accrued at the Presidential post-offices for the four quarters ended March 31, 1889, amounted to \$41,754,078, being an increase of \$3,255,090, or 08.5 per cent., as contrasted with the receipts as shown by the adjustment which took effect July 1, 1888.

The aggregate of the salaries of Presidential postmasters will absorb 10.61 per cent. of the revenue of the Presidential offices, being 0.31 per cent. less than the percentage shown by the review of 1888.

The grand total of gross receipts which accrued at these offices for the four quarters ended March 31, 1889, is 75.42 per cent. of the revenue of the Department for the same period.

The classification of Presidential post-offices, in accordance with the requirements of the act of Congress approved March 3, 1883, in effect July 1, 1889, is shown in the following tabulated statement.

<b>First class:</b>			
Total number June 30, 1889		97	
Number relegated to second class, July 1, 1889	7		
Number of second advanced to first, July 1, 1889	7	5	5
Net increase, first class, July 1, 1889			
Total number first class, July 1, 1889		102	102
<b>Second class:</b>			
Total number, June 30, 1889		497	
Number of second advanced to first, July 1, 1889	7		
Number of second relegated to third, July 1, 1889	11		
Number of first relegated to second, July 1, 1889	2		
Number of third advanced to second, July 1, 1889	36	20	20
Net increase, second class, July 1, 1889			
Total number, second class, July 1, 1889		517	517
<b>Third class:</b>			
Total number, June 30, 1889		2,089	
Number of third advanced to second, July 1, 1889	36		
Number of third relegated to fourth, July 1, 1889	46		
Number of second relegated to third, July 1, 1889	11		
Number of fourth advanced to third, July 1, 1889	15	56	56
Net decrease, third class, July 1, 1889			
Total number, third class, July 1, 1889		2,033	2,033
Grand total Presidential post-offices (first, second, and third classes), July 1, 1889			2,652

The number of offices, aggregate of salaries of Presidential postmasters, and aggregate gross receipts arranged by classes, in effect July 1, 1889, are shown as follows:

Class.	Office.	Aggregate salaries.	Aggregate gross receipts.
First class	102	\$360,700	\$26,375,553
Second class	517	1,210,500	7,905,784
Third class	2,033	2,857,900	7,472,741
Totals	2,652	4,429,100	41,754,078

The several adjustments of the salaries of Presidential postmasters, made in accordance with the requirements of the act of March 3, 1883, which took effect October 1, 1883; July 1, 1884; July 1, 1885; July 1, 1886; July 1, 1887; July 1, 1888, and July 1, 1889, are shown in the following tabulated statement:

Date.	Number of Presidential post-offices.	Aggregate salaries of Presidential postmasters.	Average salary of Presidential postmasters.	Aggregate receipts which accrued at Presidential offices.	Per cent. of aggregate receipts absorbed for postmasters' salaries.	Per cent. of entire revenue of Department which accrued at Presidential offices.
October 1, 1883 .....	2, 195	\$3, 707, 500	\$1, 699	\$33, 535, 253. 95	11. 06	74. 28
July 1, 1884 .....	2, 323	3, 628, 700	1, 648	33, 031, 697. 33	11. 59	74. 80
July 1, 1885 .....	2, 333	3, 630, 600	1, 625	31, 792, 220. 55	11. 42	75. 38
July 1, 1886 .....	2, 244	3, 685, 500	1, 642	32, 491, 551. 58	11. 34	74. 07
July 1, 1887 .....	2, 336	3, 680, 300	1, 661	35, 176, 161. 67	11. 03	74. 84
July 1, 1888 .....	2, 502	4, 202, 800	1, 680	38, 498, 987. 86	10. 92	74. 09
July 1, 1889 .....	2, 652	4, 429, 100	1, 670	41, 754, 078. 41	10. 61	75. 42

A summary of the adjustments of salaries of Presidential postmasters July 1, 1888, and July 1, 1889, showing in detail the net increase of salaries of said postmasters, is shown in the following tabulated statement:

Date.	Number of offices.	Salaries of postmasters.	
		Aggregate.	Net increase.
July 1, 1888 .....	2, 502	\$4, 202, 800	.....
July 1, 1889 .....	2, 652	4, 429, 100	.....
Total increase (or gain) .....	150	226, 300	\$226, 300
This increase is shown in detail, as follows:			
Total number of first, second, and third-class post-offices, whereat increases were made July 1, 1889 .....	800	.....	.....
The aggregate increase at the said offices being .....	.....	97, 100	.....
By increase, corrected adjustments:			
Melrose, Mass. ....	.....	100	.....
New offices during fiscal year:			
October 1, 1888 .....	80	88, 300	.....
January 1, 1889 .....	72	76, 900	.....
April 1, 1889 .....	31	32, 300	.....
July 1, 1889 .....	15	16, 200	.....
Total .....	.....	214, 700	.....
Grand total of increase .....	.....	311, 900	.....
REDUCTIONS.			
Relegated to fourth class, July 1, 1889 .....	46	47, 800	.....
By reductions at 279 Presidential offices .....	.....	34, 500	.....
By Presidential offices discontinued:			
April 1, 1889, Wright's Grove, Ill. ....	.....	1, 500	.....
July 1, 1889, Hyde Park, Ill. ....	.....	1, 800	.....
Total .....	.....	85, 600	.....
By balance, net increase of salaries, July 1, 1889 .....	.....	226, 300	226, 300
Total .....	.....	311, 900	.....

A tabulated statement showing the number of Presidential offices, the aggregate of salaries of Presidential postmasters, and the aggregate gross receipts which accrued for the four quarters ended March 31,

1889, arranged by States and Territories in alphabetical order, is respectfully submitted, as follows :

*Statement showing the number of Presidential post-offices in the several States and Territories, and the aggregate salaries of the postmasters thereof, as adjusted to take effect July 1, 1889, and the aggregate receipts for the four quarters ended March 31, 1889.*

States and Territories.	Number of Presidential post-offices, adjustment of July 1, 1889.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ended March 31, 1889.
Alabama.....	26	\$42,900	\$235,932.22
Alaska.....	1	.....	.....
Arizona.....	5	8,400	28,375.78
Arkansas.....	24	36,900	159,691.20
California.....	82	139,300	1,359,648.20
Colorado.....	38	63,100	439,690.22
Connecticut.....	58	104,400	791,240.50
Dakota.....	50	74,000	241,208.41
Delaware.....	8	12,600	83,331.63
District of Columbia.....	1	5,000	374,339.63
Florida.....	18	30,400	131,118.30
Georgia.....	32	55,500	440,144.66
Idaho.....	5	6,900	17,830.59
Illinois.....	191	369,000	3,987,016.84
Indiana.....	98	163,200	879,462.19
Indian Territory.....	1	1,000	2,669.55
Iowa.....	134	215,300	1,009,641.63
Kansas.....	128	197,400	785,767.60
Kentucky.....	43	70,800	529,187.25
Louisiana.....	14	22,200	398,164.96
Maine.....	43	70,500	399,186.92
Maryland.....	21	35,900	683,507.38
Massachusetts.....	141	254,500	3,248,887.51
Michigan.....	132	215,900	1,509,016.97
Minnesota.....	57	91,200	888,847.23
Mississippi.....	28	41,500	134,294.42
Missouri.....	86	136,100	1,867,278.33
Montana.....	18	28,600	128,210.69
Nebraska.....	80	119,500	622,086.80
Nevada.....	7	10,500	32,678.41
New Hampshire.....	37	58,200	243,254.32
New Jersey.....	73	135,200	991,101.36
New Mexico.....	9	14,400	46,983.08
New York.....	236	420,500	8,882,427.91
North Carolina.....	27	45,000	179,567.62
Ohio.....	151	269,800	2,616,017.42
Oregon.....	16	26,600	176,841.64
Pennsylvania.....	193	330,000	3,964,881.47
Rhode Island.....	12	24,500	326,051.79
South Carolina.....	22	32,800	156,553.14
Tennessee.....	33	54,700	463,060.22
Texas.....	77	125,100	616,665.56
Utah.....	5	10,000	77,782.62
Vermont.....	28	40,400	194,899.59
Virginia.....	41	68,100	452,803.63
Washington.....	13	24,100	143,057.08
West Virginia.....	17	27,500	127,837.47
Wisconsin.....	86	142,700	839,297.58
Wyoming.....	7	11,000	37,538.34
Total.....	2,652	4,429,100	41,754,078.41

Grand total gross receipts.....	\$41,754,078.41
Grand total postmasters' salaries.....	4,429,100.00
Percentage of gross receipts absorbed by salaries.....	10.61

The grand total of gross receipts of Presidential offices for the four quarters ended March 31, 1889, amounts to 75.42 per cent. of the revenue of the Post-Office Department for the same period.



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

The review of the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes, under the act of March 3, 1883, as construed by the Attorney-General of the United States, under date of February 13, 1884, and re-affirmed June 14, 1884, has been complete, and the act of Congress, approved August 4, 1886, limited the presentation of claims to January 1, 1887, and all applications filed to January 1, 1887, have been reviewed. The total amount allowed as additional compensation is \$1,221,009.69. Appropriations to pay these claims have been made by the Congress as follows:

Under the act approved—

July 7, 1884 .....	\$45,213.80
March 3, 1885 .....	178,281.23
August 4, 1886 .....	380,209.46
February 1, 1888 .....	160,286.05
March 30, 1888 .....	380,321.44
October 19, 1888 .....	77,038.42

Total..... 1,221,350.40

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 approved March 3, 1883; as above stated, is shown in the annual reports of the Postmaster-General for the fiscal years ended June 30, 1885, pages 217, 218, and 219; June 30, 1886, pages 155, 156, and 157; June 30, 1887, pages 364, 365, and 366; June 30, 1888, pages 82 and 83.

BOXES AND BOX-RENT.

Boxes are classed as call-boxes, lock-boxes, and lock-drawers. They are provided as follows:

- (1) In the Government buildings.
- (2) At first and second class post-offices, the lessor by agreement in the lease frequently provides them.
- (3) Under existing law (R. S., Sec. 4052, and Sec. 490, P. L. and R., edition of 1887) individuals may provide lock-boxes or lock-drawers for their own use, under conditions stated.
- (4) In all other cases boxes must be furnished and kept in repair by the postmaster.

As heretofore concisely stated, boxes are provided as an accommodation to the patrons of the office, as a convenience to the postmaster, and as a source of revenue. At Presidential post-offices, or offices of the first, second, and third classes, box-rents are included in the gross receipts accruing at the said offices in making the annual adjustment of salaries of Presidential postmasters, and these postmasters, therefore, indirectly receive a part of the box-rents in the sum allowed as compensation. At fourth-class offices, the box-rents, under existing law, are practically allowed as a part of the compensation of the postmaster.

The supervision of box-rent rates by the Department continues to improve this branch of the postal service. This supervision results in greater uniformity of prices, better accommodation to box renters, and an increase of revenue from box-rent.

## KEY-DEPOSITS.

The key-deposit is exacted as a security against the loss of keys. The fund so collected is held by the postmaster as a trust fund. When a key is lost by the renter of the box, or while he is responsible therefor, or through his fault it is broken so as to be rendered useless, or is withheld over thirty days after the box to which it belongs has been vacated, the key-deposit therefor becomes forfeited, and is transferred to the fund called "key-deposit forfeiture fund." This forfeiture fund is expended (1) for the purchase of new keys to replace those lost, broken, or withheld; (2) for necessary repairs to locks; (3) for keeping the boxes in serviceable condition.

Box-renters who provide their own boxes are not required to make deposits for keys furnished by themselves; and at offices where postmasters provide their own boxes, under present regulations, they are permitted to exercise their discretion in collecting a deposit for keys, and where so collected the rate is 50 cents for each key.

The modified regulations of the Treasury Department require only a deposit of 25 cents for each key, at the present time. The Treasury Department has also given instructions to custodians to make return of the fund heretofore known as the "forfeiture fund;" and hereafter cost of repairs for boxes and keys will be allowed from the proper appropriation for repairs, etc.

As stated last year, I am of opinion that a reduction of the key-deposit rate from 50 to 25 cents will enable postmasters to rent more boxes, and thereby increase the revenue from box-rent. The reduction will also improve this branch of the service, and enable postmasters to rent to many would-be patrons who now refuse to rent boxes on account of the 50-cent rate for keys. I therefore recommend that the key-deposit rate be fixed at 25 cents instead of 50, as now.

## ALLOWANCES FOR RENT, FUEL, AND LIGHT FOR THIRD-CLASS POST-OFFICES.

The act of Congress approved March 2, 1889, provides for allowances for rent, fuel, and light for post-offices of the third class, or offices whereat the gross receipts range from \$1,900 to \$8,000 a year, and the salaries of the postmasters from \$1,000 to \$1,900 a year. The appropriation of \$505,080 made for this purpose for the current fiscal year is an increase of \$55,080, as compared with the sum provided by the act of Congress approved July 24, 1888, for the past year. The present law fixes the maximum annual rent for a third-class office at \$400, and the maximum amount for fuel and light at \$60. The act of July 24, 1888, fixed the maximum rate at \$300 for rent and \$60 for fuel and light. As stated last year, a limitation of these allowances is not in the interest of good service.

By the adjustment of the salaries of Presidential postmasters, as required by act of Congress approved March 3, 1883, to take effect July 1, 1889, 2,033 offices were assigned to the third class.

A tabulated statement of these offices, arranged to exhibit the offices and grades (salary of postmasters, \$1,000 to \$1,900, inclusive), in the several States and Territories, in effect July 1, 1889, is herewith submitted.

*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, 1889.*

States and Territories.	Postmasters' salaries.										Total.
	\$1,000	\$1,100	\$1,200	\$1,300	\$1,400	\$1,500	\$1,600	\$1,700	\$1,800	\$1,900	
Alabama	3	3	3	1	2	1	3	3	1		20
Alaska											
Arizona			1				1	1		1	4
Arkansas	2	3	3	3	4	1	1	1	2		20
California	7	8	6	6	8	4	12	5	4	2	62
Colorado	2		3	7	3	7	3	3	2	1	31
Connecticut	1	5	7	3	4	6	5	4	2	3	40
Dakota	2	10	7	4	7	4	4	1	3		42
Delaware		2		1	3				1		7
District of Columbia											
Florida	1	1	3	1		1	1	2	2	1	13
Georgia	2	2	2	2	6	4	2	2	1	1	24
Idaho	1			1	2				1		5
Illinois	12	20	12	18	33	26	7	14	6	5	153
Indiana	8	7	10	5	5	13	12	6	3	4	73
Indian Territory	1										1
Iowa	8	11	11	15	15	15	17	10	5	3	110
Kansas	13	15	11	8	15	13	12	15	4	3	109
Kentucky	4	4	2	4	4	2	6	3	3	1	33
Louisiana	1	3	2	1	1	2	1				11
Maine	2	3	9	3	4	4	2	2	3	1	33
Maryland	1	2	2	1	5	2	1	2		1	17
Massachusetts	6	14	6	2	13	15	14	16	7	3	96
Michigan	10	13	12	10	12	15	11	7	10	2	102
Minnesota	1	11	7	5	6	5	4	3	3	1	46
Mississippi	2	1	7	4	4	3	1		1		23
Missouri	5	11	14	9	10	3	5	8	6	3	73
Montana	1	3	1	1	1	4	1	1	2	1	16
Nebraska	9	9	13	3	10	8	10	5	3	1	71
Nevada		2	1	1					1		5
New Hampshire	6	4	1	4	2	4	4	3	2	1	31
New Jersey	2	3	6	1	7	8	6	7	6	3	49
New Mexico		1		1	2		2	1			7
New York	12	17	19	14	21	22	25	14	10	10	164
North Carolina		3	1	4	2	5	1	3	1		20
Ohio	7	9	12	9	14	16	13	9	5	5	99
Oregon		2	1	2	1	1	2	3		1	13
Pennsylvania	12	18	22	7	15	19	15	12	17	8	145
Rhode Island			2		1		1	2			6
South Carolina		7	1	3	3	2	2		1		19
Tennessee	1	1	5	5	6	5	1	1	1	1	27
Texas	6	7	6	3	10	19	10	6	3	2	63
Utah				1		1	1				3
Vermont	2	1	4		3	8	1		1		20
Virginia	2	6	4	2	5	5	3	1	2	2	32
Washington		1	1		1	2	1	3			9
West Virginia		2	2	4		3	1		1	1	14
Wisconsin	2	10	4	10	10	9	6	9	3	4	67
Wyoming	1	1			1	2					5
Total	158	256	246	189	281	289	231	188	128	76	2,033

## LEGISLATION RECOMMENDED.

*Classification and salaries of clerks in the larger offices.*—The recommendation heretofore made relative to the classification and salaries attached to the first and second class post-offices, was favorably considered by the Congress; and by the act approved March 2, 1889, provision was made for the classification and for fixing the salaries of the said clerks, to take effect from July 1, 1889. The said act, however, failed to appropriate a sum sufficient to meet the requirements of the service, the appropriation being \$350,000 less than the amount estimated, after careful consideration, for salaries for clerks in post-offices. The maximum salaries for certain lines of clerical service are not large enough to command the highest order of clerical ability, and the law should be amended in this respect. At the proper time a measure will be sub-

mitted which will correct these and other defects, and, when approved by the Congress, will enable the Department to greatly improve and elevate this important branch of the postal service.

*Allowances for rent, fuel, and light for third-class offices.*—The act of Congress, approved July 24, 1888, fixed the maximum annual rental for offices of the third class at \$300, and for fuel and light at \$60; and the act approved March 2, 1889, fixed the maximum rental at \$400, and for fuel and light at \$60 a year.

As heretofore stated, this limitation is not in the interest of good service. The Department should have full discretionary authority to fix allowances for rent, fuel, and light for third-class post-offices in accordance with the best interests of the postal service, having in view the local conditions and the surroundings of the respective offices.

I therefore recommend that the limitation of these allowances be repealed.

*Allowances for boxes, fixtures, furniture, miscellaneous and incidental items, and stationery for Presidential post-offices.*—I am strongly of opinion that the present unjust class distinctions recognized by existing laws, relative to allowances for boxes, fixtures, furniture, miscellaneous and incidental items, and stationery for Presidential offices, should be expunged from the statutes. There is no good reason why the necessary boxes, fixtures, furniture, etc., should not be provided for *all* Presidential offices; and every reason in the interest of good postal service why they should be provided. As it is now boxes and fixtures are provided by the Treasury Department where post-offices are located in Government buildings; and at first and second class offices where, under lease, the owner of the premises agrees to furnish them. At all other offices the postmaster or patrons must provide the boxes and fixtures. And under section 4052 Revised Statutes (section 490, P. L. and R., edition of 1887) all boxes erected and used in any post-office, no matter how furnished, become the absolute property of the United States. This anomalous condition of statutory law is the prolific source of disputes, scandals, and trouble between the outgoing and newly appointed postmaster, often involving the friends of the disputants, to the great injury of the postal service.

I therefore recommend that the present laws be amended, so that the Post-Office Department shall provide the boxes, fixtures, furniture, miscellaneous and incidental allowances and stationery for all Presidential post-offices. Stationery should be furnished from the Post-Office Department, through the Division of Supplies, for all Presidential offices, just as now sent out to first and second class offices. By the adjustment made in accordance with the requirements of the act of March 3, 1883, which took effect July 1, 1889, the Presidential offices numbered 2,652, classed as follows:

First class .....	102
Second class .....	517
Third class .....	2,033
	<hr/> 2,652

*Compensation to postmasters of the fourth class.*—I beg to again invite attention to the need of legislation relative to the compensation of fourth class postmasters. As heretofore stated, the rates of compensation as provided by the act of Congress approved March 3, 1883, are not sufficient to enable the Department to secure good service at these offices. I again recommend that the subject-matter of compensation of fourth-class postmasters be considered, with a view of providing reasonable rates of compensation, to be fixed in even tens and hundreds of dollars

for a specified period, on the basis of the business of the respective offices for, say, the preceding year. I am of the opinion that a measure which shall provide proper compensation for fourth-class postmasters will be in the interest of good service.

At the close of the fiscal year 1888-'89 (June 30), the fourth-class offices numbered 56,315.

**ESTIMATES FOR COMPENSATION OF POSTMASTERS; CLERKS IN POST-OFFICES; RENT, LIGHT, AND FUEL FOR FIRST AND SECOND CLASS OFFICES; RENT, LIGHT, AND FUEL FOR THIRD-CLASS OFFICES; MISCELLANEOUS AND INCIDENTAL ITEMS, INCLUDING FURNITURE, FOR FIRST AND SECOND CLASS OFFICES; AND ADVERTISING FOR FIRST AND SECOND CLASS OFFICES FOR THE FISCAL YEAR ENDING JUNE 30, 1891.**

**COMPENSATION TO POSTMASTERS.**

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

Items.	1887-'88.	1888-'89.	Increase.	
			Amount.	Per cent.
Estimates.....	\$12,000,000.00	\$13,200,000.00	\$1,200,000	10.0
Appropriations.....	{ 11,700,000.00 *900,000.00	12,800,000.00	200,000	1.6
Expenditures.....	12,600,186.96	13,171,382.04	571,195	4.5

\*Deficiency act, approved March 2, 1889.

The appropriation made by the Congress for compensation to postmasters for the present fiscal year is \$13,600,000, an increase of \$600,000, or 4.62 per cent., over the estimate for this purpose for the past fiscal year, and an increase of \$800,000, or 6.3 per cent., as compared with the appropriation for the previous year.

The expenditures for the past fiscal year amounted to \$13,171,382, being \$371,382 in excess of the appropriation made by the Congress, and only \$28,618 less than the estimate as made by this office.

The expenditures by quarters for each of the fiscal years ended June 30, 1886, June 30, 1887, June 30, 1888, and June 30, 1889, were as follows :

Quarter ended September 30, 1885.....	\$2,721,500.40
Quarter ended December 31, 1885.....	2,828,899.00
Quarter ended March 31, 1886.....	2,941,964.64
Quarter ended June 30, 1886.....	2,855,814.13
<b>Total for fiscal year ended June 30, 1886.....</b>	<b>11,348,178.17</b>
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.....	3,035,541.80
<b>Total for fiscal year ended June 30, 1887.....</b>	<b>11,947,139.00</b>
Quarter ended September 30, 1887.....	3,012,459.26
Quarter ended December 31, 1887.....	3,130,275.60
Quarter ended March 31, 1888.....	3,266,035.76
Quarter ended June 30, 1888.....	3,191,416.34
<b>Total for fiscal year ended June 30, 1888.....</b>	<b>12,600,186.96</b>

Quarter ended September 30, 1888 .....	\$3, 157, 468. 33
Quarter ended December 31, 1888 .....	3, 301, 209. 78
Quarter ended March 31, 1889 .....	3, 419, 572. 99
Quarter ended June 30, 1889 .....	3, 293, 130. 94

Total for fiscal year ended June 30, 1889 ..... 13, 171, 382. 04

This statement shows that the increase of compensation to postmasters for the fiscal year ended June 30, 1887, as compared with the previous fiscal year, was \$598,961, or 5.3 per cent.; for the fiscal year 1888, contrasted with 1887, the increase amounted to \$653,048, 5 5 per cent.; and for the fiscal year ended June 30, 1889, considered with 1888, the increase was \$571,195, or 4.5 per cent. The average increase for the three years stated amounts to \$607,735, or 5.1 per cent.

The aggregate of the salaries of Presidential postmasters, 2,652 in number, in effect July 1, 1889, amounted to \$4,429,100, being an increase of \$226,300, or 5 4 per cent., as compared with the same item July 1, 1888. This percentage is less than it would have been if all the offices of the fourth class, entitled to be advanced in accordance with existing law, had been reported for proper adjustment. The average percentage for the past three years is 6.3. At this rate the aggregate compensation for Presidential postmasters for the fiscal year 1890-'91 would amount to \$4,987,166.

The aggregate sum of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes, for the fiscal year ended June 30, 1889, amounted to \$4,315,800, being an increase of \$355,300, or 8.7 per cent., as compared with the same item for 1888. Subtracting the total of the salaries of Presidential postmasters from the aggregate amount allowed for compensation to postmasters, gives the sum of \$8,855,582, or the aggregate compensation to fourth-class postmasters. This amount, divided by the average number of fourth-class offices, gives the sum of \$166.70 as the average compensation of the fourth-class postmaster. The total revenue of the Department for the past fiscal year is stated at \$56,175,611, being an increase of \$3,480,434, or 6.6 per cent., as compared with the same item for the previous year. The increase of revenue during the fiscal year 1887-'88 was \$3,857,567, or 7.9 per cent.

With these facts in view, an estimate of \$14,000,000 for compensation to postmasters for the fiscal year ending June 30, 1891, is approved.

#### CLERKS IN POST-OFFICES.

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

Items.	1887-'88.	1888-'89.	Increase.	
			Amount.	Per cent.
Estimates.....	\$5,450,000.00	\$5,650,000.00	\$100,000.00	1.80
Appropriations.....	5,450,000.00	5,850,000.00	425,000.00	7.66
Expenditures.....	5,609,597.80	5,919,472.19	409,874.39	7.43

\* Act approved March 30, 1888.

† Act approved July 24, 1888, for unusual business (Sec. 3863, R. S.).

For clerks in post-offices for the present fiscal year the sum of \$6,550,000 was appropriated by the Congress, being \$350,000 less than the estimates made by this office. Under date of November 10, 1888, an estimate of \$6,600,000 for clerks in post-offices was submitted, and, in accordance with the clerks' classification bill, under date of February 4, 1889, an additional estimate of \$300,000 was recommended. The appropriation of \$6,550,000, as made by the Congress for the present fiscal year, was an increase of \$575,000, or 9.6 per cent., as compared with the sum of the appropriations (\$5,950,000 and \$25,000) for the previous year.

The total expenditures for clerks in post-offices for the past fiscal year is stated at \$5,919,472.19. The total amount allowed on postal account, less the aggregate reductions on postal account, was \$5,477,642.73; and the total amount allowed on money-order account, less the reductions on the same account, was \$463,801.94, making a grand total of \$5,941,444.67, or \$33,555.33 less than the sum of the amounts appropriated. The difference between the expenditures, as stated by the Auditor, and the amounts allowed by this office, will be approved when proper vouchers are submitted. The aggregate of all allowances on postal account is \$6,092,703, and on money-order account, \$537,096, making a grand total of \$6,629,799.

Allowances for clerks in post-offices at first and second class offices, and stations connected therewith, are made in accordance with sections 3860 and 3863, Revised Statutes, and sections 460 and 463, Postal Laws and Regulations, edition of 1887; and at third and fourth class offices, for clerical labor in separating mails, in compliance with section 11, 19 Stats., 82 (July 12, 1876), and section 461, Postal Laws and Regulations, edition of 1887.

The adjustment of salaries of Presidential postmasters, which took effect July 1, 1889, resulted in assigning 102 offices to the first class and 517 to the second class, making 619 offices, or an increase of 25 offices, as compared with the same item July 1, 1888, and 144 offices since 1886. The total receipts which accrued at the first and second class offices, as shown by the adjustment which took effect July 1, 1889, amounted to \$34,281,337, being an increase of \$2,984,924, or 9.5 per cent., as compared with the adjustment of July 1, 1888. The total receipts which accrued at the third-class offices, in effect July 1, 1889, amounted to \$7,472,741, making a grand total of \$41,754,078 for gross receipts for Presidential offices, as shown by the adjustment July 1, 1889. A comparison with the gross receipts of Presidential offices July 1, 1886, shows an increase of \$9,262,526, or 28.5 per cent., to July 1, 1889, or an average increase of \$3,087,509, or 9.5 per cent. for each year.

The gross receipts which accrued at the Presidential offices in effect July 1, 1889, amounted to 74.33 per cent. of the revenue of the Department for the fiscal year ended June 30, 1889.

The revenue of the Department for the ten (10) years ended June 30, 1880, increased in the sum of \$13,543,258, or 68.5 per cent.; and for the nine (9) years ended June 30, 1889, the increase was \$22,860,132, or 68.6 per cent. The wonderful increase of revenue during the past nine years it should be observed was made chiefly at the reduced or 2-cent rate of letter postage, the reduction having been made in 1883.

With a view of showing the present increase of business and postal receipts, a tabulated statement is herewith submitted, to exhibit the gross receipts and the increase thereof in amount and per cent. at ten

of the larger first-class offices for the four quarters, or year ended September 30, 1889:

No.	Office.	State.	Gross receipts.		
			Year ended June 30, 1889.	Increase.	
				Amount.	Per cent.
1	New York.....	New York.....	\$5,562,038	\$520,100	10.4
2	Chicago.....	Illinois.....	2,851,574	307,422	12.1
3	Philadelphia.....	Pennsylvania.....	2,077,695	168,109	8.8
4	Boston.....	Massachusetts.....	1,912,376	168,917	9.7
5	St. Louis.....	Missouri.....	1,030,737	79,390	8.4
6	Cincinnati.....	Ohio.....	777,249	77,367	11.1
7	San Francisco.....	California.....	677,509	63,163	10.3
8	Brooklyn.....	New York.....	667,361	59,933	9.9
9	Baltimore.....	Maryland.....	599,437	37,807	6.7
10	Pittsburgh.....	Pennsylvania.....	475,578	52,572	12.4
Totals.....			16,631,554	1,534,980	9.8
Average.....			1,663,155	153,498	9.98

These offices (10) show receipts amounting to 29.6 per cent. of the revenue of the Department for the fiscal year ended June 30, 1889, the average increase of receipts per office being \$153,498, or 9.98 per cent.

A tabulated statement is also herewith submitted to show the gross receipts and the increase thereof, in amount and per cent., at twenty-eight of the larger offices selected to represent the entire country, viz:

No.	Offices.	State.	Gross receipts.		
			Receipts year ended June 30, 1889.	Increase.	
				Amount.	Per cent.
1	Atlanta.....	Georgia.....	\$146,511	\$21,596	17.3
2	Bangor.....	Maine.....	56,477	5,218	10.2
3	Binghampton.....	New York.....	64,970	9,959	18.1
4	Brooklyn.....	do.....	656,343	58,563	9.8
5	Chicago.....	Illinois.....	2,784,426	314,615	12.7
6	Columbus.....	Ohio.....	157,445	16,236	11.6
7	Council Bluffs.....	Iowa.....	48,148	5,151	12.0
8	Dallas.....	Texas.....	79,404	11,099	16.2
9	Davenport.....	Iowa.....	46,907	6,125	15.0
10	Dayton.....	Ohio.....	105,901	23,128	27.9
11	Denver.....	Colorado.....	214,060	33,471	19.9
12	Jersey City.....	New Jersey.....	117,310	32,032	27.6
13	Knoxville.....	Tennessee.....	52,939	7,067	15.4
14	Memphis.....	do.....	133,633	16,833	14.4
15	New Orleans.....	Louisiana.....	355,390	46,641	15.1
16	Omaha.....	Nebraska.....	222,166	25,926	13.2
17	Peoria.....	Illinois.....	89,426	9,023	11.2
18	Portland.....	Oregon.....	107,372	15,856	17.3
19	Richmond.....	Virginia.....	175,721	33,076	22.7
20	Sacramento.....	California.....	56,333	5,478	10.8
21	Salt Lake City.....	Utah.....	49,632	6,928	16.4
22	San Francisco.....	California.....	665,465	65,203	10.9
23	Scranton.....	Pennsylvania.....	57,932	5,984	11.5
24	Seattle.....	Washington.....	46,918	28,033	148.4
25	Springfield.....	Massachusetts.....	101,111	8,979	9.7
26	Toledo.....	Ohio.....	150,031	19,990	15.4
27	Topeka.....	Kansas.....	89,789	9,639	12.0
28	Utica.....	New York.....	76,019	15,468	25.3
Total.....			6,904,378	859,389	579.0
Average.....			246,585	30,692	20.7



This table shows a total increase of receipts in the sum of \$859,389 or an average per office of \$30,692, or 20.7 per cent.

In considering estimates for clerks in post-offices, I deem it advisable to again call attention to the fact that the aggregate of the present annual allowances for clerk hire for the four larger post-offices, namely, New York, Chicago, Philadelphia, and Boston, is \$2,427,000, or 37.0 per cent. of the appropriation for clerks in post-offices for the current fiscal year. Last year, as shown by the text relative to estimates for clerk hire, the aggregate annual allowances for clerk hire for the four post-offices named was \$2,198,511, or 36.95 per cent. of the appropriation. For the next five larger offices, namely, St. Louis, Mo., Cincinnati, Ohio, San Francisco, Cal., Brooklyn, N. Y., and Baltimore, Md., the present annual allowances for clerk hire in the aggregate amounts to \$720,000. This sum, with the aggregate of annual allowances for the four larger offices, as above named, makes a total of \$3,147,000 or 48.0 per cent. of the appropriation for clerks in post-offices for the current fiscal year.

The total gross receipts which accrued at the first four larger offices for the four quarters ended March 31, 1889, amounted to \$11,862,209, or 23.4 per cent. of the entire receipts which accrued at Presidential post-offices for the same period, and 21.1 per cent. of the revenue of the Department for the fiscal year ended June 30, 1889. The total gross receipts which accrued at the next five larger offices, as above stated, for the four quarters ended March 31, 1889, amounted to \$3,606,962. The aggregate of the gross receipts which accrued at the nine offices mentioned, for the four quarters ended March 31, 1889, was \$15,469,171, or 37 per cent. of the entire receipts of Presidential offices for the same period, and 27.3 per cent. of the revenue of the Department for the fiscal year ended June 30, 1889.

In view of the fact that the aggregate of the allowances for clerk hire for the nine larger offices named absorbs 48 per cent. of the appropriation for clerks in post-offices for the current fiscal year, it is again suggested that specific appropriations for clerks in each of the larger offices named be made by the Congress, and the general appropriation for clerks in post-offices be set apart for the balance of the clerical service, as heretofore authorized. If this suggestion meets with the approval of the Congress, proper estimates for clerks for the larger offices named will be submitted, if requested.

It should be stated that the appropriations for clerks in post-offices for the current fiscal year is \$350,000 less than the amount estimated, and which should have been appropriated in order to make a successful administration of the clerks' classification act, as approved by the Congress March 2, 1889, to take effect July 1, 1889. If the estimates of this office had been approved, the appropriations for clerks in post-offices for the current fiscal year would have been \$6,900,000, instead of \$6,550,000, as fixed by the Congress.

Having the facts as hereinbefore stated in view, and taking into consideration the rapid increase, growth, and expansion of the postal service, I am of opinion that not less than \$7,590,000, or an increase of 10 per cent., as compared with the estimates of last year, will be required for compensation of clerks in post-offices for the fiscal year ending June 30, 1891; and I so recommend.

## RENT, LIGHT, AND FUEL FOR FIRST AND SECOND CLASS POST-OFFICES.

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

Items.	1887-'88.	1888-'89.	Per cent.	
			Increase.	Decrease.
Estimates .....	{ \$515,000.00 a25,000.00	{ \$552,000.00	.....	2.86
Appropriations .....	{ 495,000.00 a25,000.00	{ 550,000.00 c5,000.00	5.71	.....
Expenditures .....	{ 508,282.28	{ 530,060.08	3.27	.....

a Special and supplemental.

b For rent for Washington, D. C., post-office (main office and stations, 2).

c For rent for Washington, D. C., post-office (main), act March 2, 1889.

The appropriation for rent, light, and fuel for first and second class post-offices, and stations connected therewith, for the present fiscal year is \$610,000, being an increase of \$55,000 as compared with the appropriations for the past year. The appropriation of \$610,000, however, includes the cost of rent for the Washington, D. C., office (main office and stations, 2). The aggregate amount authorized for rent, light, and fuel for first and second class offices and stations for the past fiscal year is \$579,328.98, or \$24,328.98 in excess of the appropriation. These additional allowances were made from the amounts saved by reductions of allowances for rent, light, and fuel at first and second class offices that were moved into Government buildings during the year. The total amount of reductions on this account was \$25,700. Seventeen offices were moved into Government buildings during the year.

The total amount expended for these items during the past fiscal year, for which proper vouchers have been submitted to the Auditor to date, is stated at \$530,060.08. The difference between the amounts as stated by the Auditor and the aggregate amount authorized by this office will be approved when proper vouchers are submitted. At the present time the aggregate of all allowances for rent, light, and fuel for first and second class offices, and stations connected therewith, amounts to \$560,309.50. A careful revision of these allowances is being made, and the aggregate of all allowances will amount to not less than \$625,000 at the close of the current fiscal year.

The adjustment made in accordance with the requirements of the act of March 3, 1883, to take effect July 1, 1889, resulted in 102 offices being assigned to the first class and 517 offices to the second class, making 619 first and second class offices, or an increase of 25 offices as contrasted with the same item July 1, 1888. The total receipts which accrued at these offices for the four quarters ended March 31, 1889, amounted to \$34,281,337, being an increase of \$2,984,924, or 9.5 per cent., as compared with the same item for 1888. It should be stated that, in addition to first and second class offices, a large number of stations or branch offices have been established in connection with the larger post-offices, and the allowances for rent, light, and fuel have been authorized for many of these stations.

Having these facts in view, and the natural increase of the postal service, I am of opinion that an appropriation of \$665,000, or an increase of \$55,000, or 9.0 per cent., as compared with the appropriation

for the current fiscal year, will be needed for rent, light, and fuel for first and second-class offices, and stations connected therewith, for the fiscal year ending June 30, 1891; and so recommend.

## RENT, LIGHT, AND FUEL FOR THIRD-CLASS OFFICES.

The following amounts show the estimate, appropriation, and expenditure for this purpose during the past fiscal year:

Items.	1888-'89.
Estimate .....	\$650,000.00
Appropriation .....	450,000.00
Expenditure .....	288,247.80

The first appropriation in the history of the postal service, for rent, light, and fuel for third-class post-offices, or Presidential offices whereat the salary of the postmaster, under existing law, ranges from \$1,000 to \$1,900, and the gross receipts from \$1,900 to not exceeding \$8,000 a year, was made by the Congress on the recommendation of this office, July 24, 1888. The estimate for this purpose was \$650,000. The Congress appropriated \$450,000, or \$200,000 less than the estimate, and fixed the maximum annual rate for rent at \$300, and not exceeding \$60 a year for fuel and light. This restriction, and the fact that the appropriation was made on the 24th of July, prevented making allowances for the purposes named, in accordance with the estimate of the Department, from the beginning of the fiscal year. For these reasons the expenditures are less than the appropriation.

By the act of Congress approved March 2, 1889, to take effect July 1, 1889, the appropriation for this purpose is fixed at \$505,080, being the amount estimated by this office. The said act, however, fixes the maximum limit for annual rent at \$400, and the maximum for fuel and light at \$60. This limitation should be repealed, as the Postmaster-General should have full discretionary power to fix allowances for rent, fuel, and light for third-class post-offices, in accordance with the merits of the respective offices and the local surroundings. By the adjustment of the salaries of third-class postmasters, which took effect July 1, 1889, in accordance with the requirements of the act of March 3, 1883, 2,033 offices were assigned to the third class, and, in accordance with the provisions of section 2 of the said act, 10 additional offices were assigned to the third class from October 1, 1889, making a total of 2,043 offices from the date named. These offices are graded as follows:

Salary of postmaster.	No. of offices.	Salary of postmaster.	No. of offices.
\$1,000.....	162	\$1,600.....	231
1,100.....	259	1,700.....	188
1,200.....	247	1,800.....	128
1,300.....	190	1,900.....	76
1,400.....	281		
1,500.....	281		
			2,043

The number of these offices of each grade in each State and Territory, in effect October 1, 1889, is shown by the following tabulated statement :

*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 October 1, 1889.*

States and Territories.	Postmasters' salaries.										Total.
	\$1,000.	\$1,100.	\$1,200.	\$1,300.	\$1,400.	\$1,500.	\$1,600.	\$1,700.	\$1,800.	\$1,900.	
Alabama.....	3	4	3	1	2	1	3	3	1		21
Alaska.....											
Arizona.....			1				1	1		1	4
Arkansas.....	2	4	3	3	4	1	1	1	2		21
California.....	8	8	6	6	8	4	12	5	4	2	63
Colorado.....	2		3	7	3	7	3	3	2	1	31
Connecticut.....	7	5	7	3	4	6	5	4	2	3	40
Dakota.....	2	10	7	4	7	4	4	1	3		42
Delaware.....		2		1	3				1		7
District of Columbia.....											
Florida.....	1	1	3	1		1	1	2	2	1	13
Georgia.....	2	2	2	2	6	4	2	2	1	1	24
Idaho.....	1		1	1					1		6
Illinois.....	12	20	12	18	33	26	7	14	6	5	163
Indiana.....	8	7	10	5	5	13	12	6	3	4	73
Indian Territory.....	1										1
Iowa.....	8	11	11	15	15	15	17	10	5	3	110
Kansas.....	13	15	11	8	18	14	12	15	4	3	110
Kentucky.....	4	4	2	4	1	2	6	3	3	1	23
Louisiana.....	1	3	2	1	1	2	1				11
Maine.....	2	3	9	3	4	4	2	2	3	1	23
Maryland.....	1	2	2	1	5	2	1	2		1	17
Massachusetts.....	6	14	6	2	13	15	14	16	7	3	96
Michigan.....	10	13	12	10	12	15	11	7	10	2	102
Minnesota.....	1	11	7	5	6	5	4	3	3	1	46
Mississippi.....	2	1	7	4	4	3	1		1		23
Missouri.....	5	11	14	9	10	3	5	8	5	3	73
Montana.....	1	3	1	1	1	4	1	1	2	1	16
Nebraska.....	9	9	13	3	10	8	10	5	3	1	71
Nevada.....		2	1	1					1		5
New Hampshire.....	6	4	1	4	2	4	4	3	2	1	31
New Jersey.....	2	4	6	1	7	8	6	7	6	3	50
New Mexico.....		1		1			2	1			7
New York.....	13	17	19	14	21	22	25	14	10	10	165
North Carolina.....		3	1	4	2	5	1	3	1		20
Ohio.....	8	9	12	9	14	16	13	9	5	5	100
Oregon.....		2	1	2	1	1	2	3		1	13
Pennsylvania.....	12	18	22	8	15	19	15	12	17	8	146
Rhode Island.....			2		1		1	2			6
South Carolina.....		7	1	3	3	2	2		1		19
Tennessee.....	1	1	5	5	6	5	1	1	1	1	27
Texas.....	6	7	6	3	10	10	10	6	3	2	63
Utah.....				1		1	1				3
Vermont.....	3	1	4		3	8	1		1		21
Virginia.....	2	6	4	2	5	6	3	1	2	2	32
Washington.....		1	1		1	2	1	3			9
West Virginia.....		2	2	4		3	1		1	1	14
Wisconsin.....	2	10	4	10	10	9	6	9	3	4	67
Wyoming.....	1	1			1	2					5
Total.....	162	259	247	190	281	281	231	188	128	76	2,043

A careful examination of the special adjustments of salaries of third-class postmasters, made in accordance with the requirements of sections 1 and 2 of the act of March 3, 1883, for the past three years, has resulted in the following estimate of the probable number of third-class offices, July 1, 1890, the probable number being 2,108.

Estimating the rent rate for the \$1,000 grade at \$100, and the fuel and light rate at \$35, and ranging to a rent rate of \$450, and a fuel and light rate of \$100 for the \$1,900 grade, and taking the probable number of offices for each grade into consideration, the following tabulated

statement shows the amount needed for each grade, and the total sum estimated :

Grade salary of postmaster.	Average annual allowances.			
	Rent rate.	Fuel and light rate.	Number of offices for each grade (estimated).	Total amount for rent, fuel, and light for each grade (estimated).
\$1,000.....	\$100	\$35	206	\$27,810
1,100.....	140	40	278	50,040
1,200.....	180	45	256	57,600
1,300.....	200	50	189	47,250
1,400.....	220	60	284	79,520
1,500.....	250	70	279	89,280
1,600.....	300	80	229	87,020
1,700.....	350	90	187	82,280
1,800.....	400	100	126	63,000
1,900.....	450	100	74	40,700
Total .....			2,108	624,500

The aggregate amount required for rent, fuel, and light for third-class offices, as shown by this tabulated statement, is \$624,500. Estimating the rent rate for the \$1,000 grade at \$110, and the fuel and light rate at \$35, and ranging to a rent rate of not exceeding \$400, the present maximum under existing law, and a fuel and light rate of \$80, or an increase of \$20, as compared with the maximum rate under existing law for the \$1,900 grade, and taking the probable number of offices for each grade into consideration, the following tabulated statement shows the amount needed for each grade, and the total sum estimated :

Grade salary of postmaster.	Average annual allowances.			
	Rent rate.	Fuel and light rate.	Number of offices for each grade (estimated).	Total amount for rent, fuel, and light for each grade (estimated).
\$1,000.....	\$110	\$35	206	\$29,870
1,100.....	130	40	278	47,260
1,200.....	150	45	256	49,920
1,300.....	180	50	189	43,470
1,400.....	210	55	284	75,260
1,500.....	240	60	279	83,700
1,600.....	280	65	229	79,005
1,700.....	320	70	187	72,930
1,800.....	360	75	126	54,810
1,900.....	400	80	74	35,620
Total .....			2,108	571,845

The aggregate amount required for rent, fuel, and light for third-class offices for the ensuing fiscal year, in accordance with this tabulated statement, is \$571,845. These estimates, namely, \$624,500 and \$571,845, are submitted, with the statement that the larger amount will enable this office to give better service at third class post offices than can be secured for the smaller amount. The estimates are respectfully submitted for consideration for rent, fuel, and light for third-class post-offices for the fiscal year ending June 30, 1891.

MISCELLANEOUS AND INCIDENTAL ITEMS, INCLUDING FURNITURE FOR FIRST AND SECOND CLASS POST-OFFICES.

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

Items.	1887-'88	1888-'89.	Per cent.	
			Increase.	Decrease.
Estimates:				
Miscellaneous, etc., .....	\$75,000.00	\$100,000.00		10.00
Furniture .....	35,000.00			
Appropriations:				
Miscellaneous, etc., .....	70,000.00	100,000.00	5.05	.....
Furniture .....	25,000.00			
Expenditures:				
Miscellaneous, etc. ....	58,962.55	84,488.67	4.92	.....
Furniture .....	21,560.22			

The act of Congress approved March 2, 1889, makes but one appropriation for miscellaneous and incidental items, including furniture, for first and second class offices, instead of two appropriations, as heretofore authorized. The merging of these items under one appropriation has resulted in a much better and a more economical administration of this branch of the service. The appropriation for this purpose for the present fiscal year is \$110,000, being an increase of \$10,000 as compared with the same item for the previous fiscal year. The aggregate amount authorized for miscellaneous and incidental items, including furniture, for first and second class offices for the fiscal year ended June 30, 1889, was \$92,325.31.

Items chargeable to this appropriation include all articles required for postal service at first and second class offices which are not provided for by other appropriations. The chief articles of furniture needed to facilitate postal business at first and second class offices are as follows: safes, bag-racks, distributing-cases, mailing-tables, paper-cases, desks, chairs, stoves, and fixtures, etc.

By the adjustment made in accordance with the requirements of the act of Congress, approved March 3, 1883, 102 offices were assigned to the first class, and 517 offices to the second class, making 619 offices, and all postal stations connected therewith, for which miscellaneous and incidental items, including furniture, must be provided from the appropriation named. This is an increase of 5 first-class offices and 20 second-class offices, as compared with the same item July 1, 1888. The aggregate of the gross receipts for first and second class offices, as shown by the adjustment which took effect July 1, 1889, amounted to \$34,281,337, being an increase of \$2,984,924, or 9.5 per cent., as contrasted with the gross receipts for 1888.

In view of these facts, and the rapid growth of the postal service, I am of opinion that not less than \$120,000, or an increase of 9.09 per cent., as compared with the appropriation for this purpose for the current fiscal year, should be appropriated for miscellaneous and incidental items, including furniture, for first and second class post-offices for the fiscal year ending June 30, 1891, and I so recommend.

## ADVERTISING, FIRST AND SECOND CLASS OFFICES.

In accordance with Department Order No. 82, March 7, 1882, allowances for advertising for offices of the first and second classes are made from and charged to the appropriation for advertising for the office of the Postmaster-General. The appropriation for this purpose for the present fiscal year is \$18,000, or an increase of only \$2,000, as compared with the same item for the past year, and \$2,000 less than the sum authorized for the previous year. Some years prior to this date this appropriation was \$40,000, but it was reduced by the Congress one-half. On this account most of the lists of unclaimed letters were published free as a matter of local interest and news. Under date of December 1, 1887, however, the superintendent of the Dead Letter Office, in accordance with the opinion of the Assistant Attorney-General for the Post-Office Department, instructed postmasters to collect 1 cent for each advertised letter, whether published in a newspaper or posted in the office in a written list.

Under these instructions postmasters found it difficult to have the advertised letter list published free as a matter of local news, as was done in a majority of the offices prior to the date named. On this account a large number of postmasters have made application for allowances to pay the cost of advertising letter lists, but the limited appropriation applicable for the purpose will not warrant favorable action. I am of opinion that the cost of publishing the letter lists should be provided for by the Congress. The total amount allowed by this office for the fiscal year ended June 30, 1889, was \$11,509.36, leaving a balance of only \$4,490.64 for advertising for the office of the Postmaster-General, for which office the appropriation of \$18,000 was made.

I am also of opinion that a better administration of this branch of the service could be made if a separate appropriation for advertising for officers of the first and second classes were made for the office of the First Assistant Postmaster-General.

In view of the facts hereinbefore stated, I am of opinion that not less than \$20,000 should be appropriated by the Congress for advertising for first and second class post-offices for the fiscal year ending June 30, 1891, and I so recommend.

## SUMMARY OF ESTIMATES.

For compensation of postmasters .....	\$14,000,000
For clerks in post-offices .....	7,590,000
For rent, light, and fuel, first and second class offices .....	665,000
For rent, light, and fuel, third-class offices .....	571,845
For miscellaneous and incidental items, including furniture, first and second class offices .....	120,000
For advertising, first and second-class offices .....	20,000
Total .....	\$22,966,845

## DIVISION OF BONDS AND COMMISSIONS.

To this division is assigned the duty of recording the establishment, discontinuance, and changes of names and sites of post-offices and the appointments of postmasters; the preparation and transmission of letters of appointment, together with blank bonds and oaths for execution; the examination and filing of such bonds when the same have been executed and returned; the recording of the names of sureties; the prepara-

tion and issuance of postmasters' commissions; the preparation of the various reports required under the laws and regulations of the Department; and the management of all correspondence incident to the work of the division.

The record work of the division may be briefly described as follows: The names of all Presidential offices and postmasters are recorded in two books, in one of which the names of the offices are entered by States and Territories in alphabetical order. In the other, the names of the postmasters are kept in alphabetical arrangement according to dates of appointment. The names of postmasters appointed at money-order offices which do not belong to the Presidential list are entered in a separate record, in alphabetical order, according to dates of appointment. The names of postmasters appointed at all fourth-class offices, which do not belong to the money-order list, are likewise entered in a separate record, in alphabetical order, according to dates of appointment, the same being divided into two sections in consequence of the large number of entries required. There are also thirty record books in which the names of post-offices, of all classes, are recorded by States and counties, together with the names of the postmasters and the dates of their appointment.

Herewith is presented in tabular form a complete statement of the amount of penalties of all bonds filed in this division for the protection of the Department, and as a guaranty for the faithful performance of official duties. This statement is arranged by States and Territories, as follows. Presidential offices, \$33,110,000; money-order offices, not on Presidential list, \$31,455,000; fourth-class offices, other than money-order, \$33,621,000; making a total of \$98,186,000 in penalties secured by property valued at twice that amount.

The attention of Congress should be called to the importance of having these bonds filed where they will be secure from accident by fire or water, and more carefully protected from outside intrusion. To this end it is recommended that two fire-proof safes be provided—one for Presidential bonds, the other for money-order bonds. This could probably be done at a cost of about \$1,000.

The whole number of bonds on file in the division is 58,999, classified as follows: Presidential, 2,606; money-order, other than Presidential, 6,262; fourth-class, other than money-order, 50,131, the penalties of which average a little less than \$700 each.

The aggregate amount of work done by the division is herewith presented in tabular form, together with a comparative table of the most important items of business transacted during the two previous years, showing an annual increase in the business of 25 per cent.

The following is a statement of the operations of the Bond Division for the fiscal year ended June 30, 1889.

Number of Presidential cases recorded, and upon which appointment papers, bonds, etc., were mailed .....	829
Number of cases of the fourth class recorded, and upon which appointment papers, bonds, etc., were mailed .....	20, 765
Number of appointment bonds examined, indorsed, and submitted to the Postmaster-General for his approval .....	17, 910
Number of bonds returned for correction .....	3, 568
Number of appointment bonds filed .....	17, 519
Number of new bonds required under the Postmaster-General's order of May 21, 1885 .....	508
Number of new bonds required upon request of surety to be released .....	673
Number of new bonds required at the instance of the Third Assistant Postmaster-General .....	82
Number of new bonds required upon recommendations of post-office inspectors .....	98



Number of new bonds required in consequence of the extension of the money-order business .....	470
Number of new bonds required in consequence of the establishment of the postal-note business .....	253
Number of new bonds sent upon requests from postmasters .....	944
Total number of new bonds required .....	3,028
Number of new bonds received, examined, indorsed, and submitted to the Postmaster-General for acceptance .....	2,637
Number of new bonds reported to the Third Assistant Postmaster-General .....	527
Number of new bonds reported to the Auditor .....	2,637
Number of new bonds filed .....	2,637
Number of jackets prepared in sending new bonds .....	3,028
Number of commissions prepared and mailed to postmasters .....	17,519
Number of commissioned postmasters reported to the Auditor .....	17,519
Number of commissioned postmasters reported to the Third Assistant Postmaster-General .....	17,519
Number of commissioned postmasters reported for publication in the Postal Bulletin .....	17,519
Number of commissioned postmasters reported to the money-order office .....	3,935
Number of new bonds reported to the money-order office .....	789
Number of blank designations and oaths mailed to acting postmasters .....	578
Number of designations and oaths of acting postmasters received, examined, indorsed, recorded, and filed .....	481
Number of acting postmasters reported to the Auditor .....	481
Number of circular letters sent on appointments, establishments, changes of names and sites, and discontinuances of post-offices .....	92,891
Number of circulars sent with new bonds .....	5,296
Number of circulars sent to appointees delinquent in the execution of their bonds .....	1,380
Number of circular letters accompanying bonds returned for correction .....	3,563
Number of circulars accompanying commission sent to postmasters .....	17,519
Number of surety circulars sent to chief post-office inspector .....	2,474
Number of circulars sent to postmasters delinquent in furnishing new bonds .....	979
Number of circular letters sent notifying sureties of death of postmasters .....	578
Number of manuscript letters written .....	5,097
Number of post-office inspector's reports on responsibility of sureties received, examined and filed .....	2,191
Number of blank oaths for assistant postmasters, clerks, and employes mailed .....	26,698
Number of oaths of assistant postmasters, clerks, and employes received, examined, indorsed and filed .....	35,031
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the Second Assistant Postmaster-General .....	4,941
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the Third Assistant Postmaster-General .....	4,457
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the equipment division .....	4,457
Number of new offices reported to the division of post-office supplies .....	2,648
Number of discontinuances reported to the Auditor .....	1,014
Number of entries made on the books of the division .....	93,498
Number of current records in use .....	37
Number of blank forms in use .....	75

*Comparative statement showing the annual increase of business in the bond division, Post-Office Department, for the years 1888 and 1889.*

	Year ending June 30, 1888.	Year ending June 30, 1889.
Number of Presidential appointments upon which bonds were mailed .....	749	829
Number of fourth-class cases considered .....	14,575	20,765
Number of appointment bonds received, approved, and filed .....	12,044	17,519
Number of commissions issued to postmasters .....	12,068	17,519
Number money-order postmasters commissioned during the year .....	1,436	3,935
Number circular letters mailed on appointments, establishments, and changes .....	66,651	92,891
Number of manuscript letters written and mailed .....	4,979	5,095
Number oaths of assistant postmasters examined and filed .....	27,179	35,071
Number of entries made in books of the division .....	78,079	93,498

*Statement of the penalties of all bonds on file in the Bond Division, June 30, 1889.*

States and Territories.	No. of post-offices and bonds.	Penalty of Presidential bonds.	Penalty of money-order bonds.	Penalty of fourth-class bonds other than money order.	Total amount of penalties.
Alabama.....	1,719	\$383,000	\$450,000	\$881,500	\$1,694,500
Alaska.....	15			12,500	12,500
Arizona.....	160	80,000	129,000	96,500	305,500
Arkansas.....	1,395	301,000	555,000	716,500	1,572,500
California.....	1,278	1,219,000	657,000	847,000	2,723,000
Colorado.....	609	545,000	432,000	410,000	1,407,000
Connecticut.....	485	723,000	221,000	420,500	374,500
Dakota.....	1,079	489,000	573,000	755,000	1,808,000
Delaware.....	149	90,000	54,000	92,500	236,500
District of Columbia.....	13	109,000		9,500	109,500
Florida.....	780	257,000	408,000	397,500	1,062,500
Georgia.....	1,745	445,000	564,000	895,500	1,904,500
Idaho.....	229	79,000	158,000	135,000	372,000
Illinois.....	2,352	2,269,000	2,398,000	1,254,000	5,912,000
Indiana.....	1,991	1,066,000	1,266,000	1,090,000	3,422,000
Indian Territory.....	248	7,000	86,000	171,000	264,000
Iowa.....	1,732	1,461,000	2,288,000	773,500	4,522,500
Kansas.....	1,818	1,277,000	1,963,000	771,000	4,011,000
Kentucky.....	2,037	523,000	480,000	1,100,500	2,103,500
Louisiana.....	787	343,000	361,000	441,000	1,145,000
Maine.....	1,069	539,000	480,000	726,500	1,745,500
Maryland.....	1,011	376,000	264,000	590,000	1,230,000
Massachusetts.....	859	1,085,000	465,000	654,500	2,804,500
Michigan.....	1,799	1,609,000	1,133,000	965,500	3,707,500
Minnesota.....	1,221	709,000	835,000	675,000	2,219,000
Mississippi.....	1,181	290,600	502,000	597,500	1,389,500
Missouri.....	2,257	1,129,000	1,553,000	1,230,500	3,903,500
Montana.....	304	198,000	428,000	216,000	842,000
Nebraska.....	1,070	753,000	701,000	485,000	1,939,000
Nevada.....	138	87,000	99,000	98,000	284,000
New Hampshire.....	527	365,000	287,000	375,000	1,027,000
New Jersey.....	806	841,000	196,000	605,501	1,642,500
New Mexico.....	228	102,000	144,000	153,500	399,500
New York.....	3,318	3,465,000	1,835,000	2,237,500	7,537,500
North Carolina.....	2,353	266,000	560,000	1,182,000	2,008,000
Ohio.....	2,956	2,064,000	2,056,000	1,617,500	5,737,500
Oregon.....	531	235,000	367,000	395,000	997,000
Pennsylvania.....	4,340	2,269,000	1,481,000	2,757,500	6,487,500
Rhode Island.....	129	193,000	62,000	109,000	364,000
South Carolina.....	1,036	266,000	297,000	544,500	1,107,500
Tennessee.....	2,129	500,000	485,000	1,099,000	2,084,000
Texas.....	2,103	1,137,000	1,419,000	1,062,500	3,618,500
Utah.....	244	97,000	128,000	324,500	549,500
Vermont.....	523	263,000	391,000	374,000	1,028,000
Virginia.....	2,559	471,000	495,000	1,390,000	2,356,000
Washington.....	476	174,000	275,000	327,000	776,000
West Virginia.....	1,449	174,000	288,000	751,000	1,213,000
Wisconsin.....	1,558	1,144,000	1,088,000	836,000	3,068,000
Wyoming.....	185	90,000	53,000	112,000	255,000
Total.....	58,990	33,110,000	31,455,000	33,621,000	98,186,000

#### DIVISION OF POST-OFFICE SUPPLIES.

This division furnishes post-offices, according to their classification, with supplies, as follows:

Offices of the fourth class are furnished with 8-ounce letter balances, facing slips, canceling ink, stamping pads, post-marking, rating, and canceling stamps, thirty-eight forms of blanks, and if the receipts of the office be \$100 or more per annum, with twine and wrapping-paper.

Offices of the third class are furnished, in addition to the above, with thirty-two forms of blanks, with 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, thirty forms of blanks pertaining to the free-delivery system, and with ninety items of stationery.

The Department proper is also furnished with one hundred and thirteen items of stationery; also blanks, blank books, labels, records, registers, etc.

## WORK DONE BY THE DIVISION.

The number of requisitions briefed, filled, and filed for the various classes of articles furnished for the fiscal year ended June 30, 1889, is shown by the following:

TABLE 1.

Twine and wrapping paper .....	25,233
Marking and rating stamps .....	22,228
Letter balances and scales .....	6,784
Blanks and books .....	107,651
Canceling-ink and stamping-pads .....	18,281
Stationery .....	4,085
<b>Total .....</b>	<b>184,262</b>

The number of packages, registered packages, sacks, and cases of goods sent out during the same period is shown by the following:

TABLE 2.

Packages .....	244,132
Packages registered .....	1,622
Sacks .....	29,705
Cases .....	2,173
<b>Total .....</b>	<b>277,632</b>

The following table shows the quantity of the principal articles furnished for the fiscal year ended June 30, 1889:

TABLE 3.

Blanks .....	87,246,667
Books .....	92,303
Facing slips .....	327,659,840
Marking, rating, and canceling stamps .....	36,413
Cotton twine .....	53,994 pounds..
Jute twine .....	855,115 do..
Hemp twine .....	7,915 do..
Letter balances and scales .....	7,079
Wrapping paper .....	27,896 reams..
Canceling ink .....	18,263 pounds..
Inking pads .....	20,647
Letter-heads and follow sheets .....	3,182,410
Envelopes .....	1,897,500
Card blotter .....	108,261 sheets..
Card-board .....	148,698 do..
Scratch blocks .....	17,538
Slide labels .....	803,950
Examination cards .....	601,500
Rubber bands .....	4,239 gross..
Rubber bands .....	7,135 pounds..
Rubber erasers .....	6,318
Pens .....	8,456 gross..
Penholders .....	69,320
Lead pencils .....	175,132
Writing-inks .....	11,516 bottles..
Mucilage .....	5,883 do..
Mucilage and inkstands .....	8,162
Sponge-cups and paper-weights .....	5,090
Steel erasers and envelope knives .....	4,661
Shears .....	1,725
Rulers and folders .....	1,558
Carbon and semi-carbon paper .....	56,415 sheets..

Rubber stamps.....	2,109
Press copy-books.....	1,556
Copying and blotting pads.....	2,168
Thumb tacks.....	7,170
Paper-fasteners.....	124,600
Pen-racks, clips, and letter-files.....	1,389
Sealing-wax..... pounds.....	3,890
Pins..... boxes.....	1,406
Pins..... papers.....	2,698
Sponge..... pieces.....	14,334
Shipping-tags.....	129,154

The amount of the more important portions of clerical labor performed is shown by the following table:

TABLE 4.

Entries of record:	
Wrapping-paper and twine.....	25,233
Stamps.....	22,228
Scales.....	6,784
Inks and pads.....	18,281
Journals.....	4,085
Ledgers.....	4,085
Itemized accounts.....	27,694
Government Printing Office accounts.....	25,845
Accounts kept:	
Itemized.....	135
Dollars and cents.....	606
Inspection reports.....	761
Orders on contractors.....	1,252
Labels and tags written.....	246,927
Letters written.....	11,447
Circular-letters sent out.....	13,640
Receipts written.....	9,593
Memorandum bills filed.....	1,637
Duplicate bills passed.....	1,593
Advance exigency allowances to postmasters.....	908
Books of record and press-copy books.....	53

The appropriations and expenditures for the fiscal year ended June 30, 1889, are shown by the following, omitting cents for convenience:

TABLE 5.

	Appropriations.	Expenditures.
Wrapping-paper.....	\$45,000	\$44,074
Twine.....	80,000	71,430
Balances and scales.....	15,000	14,955
Stamps, ink, and pads.....	43,000	37,042
Stationery, Post-Office Department.....	10,000	9,505
Stationery, first and second offices.....	55,000	43,637
Printing.....	289,000	182,802
Total.....	517,000	412,444

The sum of the appropriations for the fiscal year ended June 30, 1889, amounted to \$517,000, and the expenditures were \$412,444, about 80 per cent. of the appropriations. This left at the end of the fiscal year \$104,556 unexpended, in addition to which there was on hand stock amounting, as per inventory, to \$59,560.93.

## WRAPPING PAPER.

From the total appropriation of \$45,000 there has been expended the sum of \$44,074 (see table 5), leaving to the credit of the appropria-

tion \$926. There was on hand as per inventory of July 1, 1889, paper amounting in value to \$7,898.46. The constant growth of the service, especially of the railway mail service, makes an equally increased demand for this item of wrapping paper. By reference to table 3, it will be seen that 327,659,840 facing slips were furnished, against 311,627,520 for the year ending June 30, 1888, an increase of 16,032,320 facing slips (equal to 928 reams of paper). This increase over the previous year shows the large and steady demand for these papers.

It is estimated that an increase of this appropriation to \$53,000 will be required to meet the demands of the service for the fiscal year ending June 30, 1891.

#### TWINE.

There was expended from the appropriation of \$80,000 for wrapping twine the sum of \$71,439.23 (see table 5), leaving a balance of \$8,560.77. There was on hand, as per inventory, July 1, 1889, twine amounting in value to \$14,337. The amount of wrapping twine issued for the fiscal year ended June 30, 1888, was 832,404 pounds, while the amount issued for the present year was 917,024 pounds, showing an increase of 84,620 pounds in the amount used. The facilities for storing twine delivered by the contractor upon orders having been greatly increased, all cause for complaints from postmasters throughout the country in regard to filling their requisitions has been entirely removed, to the great advantage of the service. Taking into consideration the increased demand for this article caused by the natural growth of the service, it is very essential to increase the appropriation.

It is estimated that the sum of \$85,000 will be required to meet the demands of the service for wrapping-twine for the fiscal year ending June 30, 1891.

#### LETTER BALANCES AND SCALES.

Table 5 shows from the appropriation of \$15,000 for letter-balances and scales an expenditure of \$14,954.80, leaving to the credit of the appropriation \$45.20. Letter-balances of 8-ounce capacity are furnished to every post-office, 4-pound balances in cases where the receipts of the office reach \$400 per annum; and 62, 240, or 600-pound scales to offices where second class matter is received. Taking into consideration the natural wear and tear upon scales which have been in service for a year or more, the constant growth of the service, and the continued establishment of new offices, it is deemed prudent to increase the appropriation.

I therefore ask that \$18,000 be appropriated for letter-balances and scales for the fiscal year ending June 30, 1891.

#### STAMPS, INK, AND PADS.

The appropriation for stamps, ink, and pads for the fiscal year ended June 30, 1889, was \$43,000; the expenditures were \$37,042.16 (see table 5), leaving a balance to the credit of the appropriation of \$5,957.84. There were on hand stamps, ink, and pads to the value of \$4,993.05, as per inventory of July 1, 1889. The actual increase in the cost of this service over that of the previous year was \$5,960.13. A thorough system of examination of all requisitions for the above-named articles has been established, thereby preventing the possibility of offices receiving duplicate stamps, etc.; therefore the increased cost has resulted wholly from actual necessity. The constant establishment of new offices war-

rants the request for a slight increase in this appropriation for the coming fiscal year.

It is estimated that an appropriation of \$40,000 will be required for the fiscal year ending June 30, 1891.

#### STATIONERY FOR FIRST AND SECOND CLASS OFFICES.

The appropriation for stationery for offices of the first and second classes for the year ended June 30, 1889, was \$55,000. From this amount there has been expended \$42,637.81, leaving a balance to the credit of the appropriation of \$12,362.19. During the fiscal year 1888-'89 the amount of \$42,637.81 was paid out for purchases of contract and exigency supplies. Comparing the amounts expended for the two years 1887-'88 and 1888-'89, amounting to \$49,836.73 and \$42,637.81 respectively, it shows \$7,198.92 less expended in the latter year than in the former. Contrasting the inventories of stock on hand for the same periods, \$29,695.84 and \$23,432.34 respectively, there is also shown a decrease from that of the previous year amounting to \$6,263.50. With a decrease of \$7,198.92 in the amount expended for purchases the actual decrease in the cost of the service was \$935.42. While this is a very satisfactory showing, it must be remembered that this service is constantly enlarging, both by reason of the demand for an increase of supplies in the natural growth of the service, and of the establishment of 36 new second class and 32 new free-delivery offices since July 1, 1889, to be supplied during the present fiscal year.

In the consideration of these facts it is deemed essential that \$57,000 should be appropriated to meet the demands of the service for the fiscal year ending June 30, 1891.

#### STATIONERY, POST-OFFICE DEPARTMENT.

From the appropriation of \$10,000 for the purchase of stationery and free penalty envelopes there was expended \$9,505.32 (see Table 5), leaving a balance of \$494.68. By comparing the amounts expended for the two years 1887-'88 and 1888-'89, \$9,875.72 and \$9,505.32, and the stock on hand as shown by the inventories at the close of each year, \$3,964.48 and \$3,849.22, it will be seen that there was a decrease in the cost of this service from that of the previous year amounting to \$370.40; also a decrease in the amount of stock on hand of \$125.26, making an actual decrease of \$255.14 in the amount of stationery and free penalty envelopes furnished to the Department for the year ended June 30, 1889. I desire at this point to state that the issue of stationery, especially pertaining to post-offices of the first and second classes, is now guarded by a careful and systematic method, enabling postmasters to receive a liberal supply, and at the same time saving thousands of dollars to the Department.

It is estimated that an appropriation of \$12,000 will be required to meet the demands of the Department for stationery and free penalty envelopes for the fiscal year ending June 30, 1891.

#### PRINTING AND BINDING.

The regular appropriation for printing and binding for the fiscal year ended June 30, 1889, was \$200,000. In December, 1888, the Public Printer notified the Department that its appropriation for printing and binding was exhausted, and an urgency appropriation of \$69,000 was

granted by Congress March 2, 1889, making a total appropriation of \$269,000 for the fiscal year. From this appropriation there have been furnished by the Public Printer 87,334,685 blanks, books, etc. (see Table 3), at cost of \$192,802.05, the amount of the memorandum bills as furnished by the Public Printer, or 71.71 per cent. of the appropriation, leaving apparently an unexpended balance of \$76,197.95. Three hundred and fifty-five requisitions, amounting to \$7,275.62, in addition to the amount shown as furnished, were made upon the Public Printer before the expiration of the fiscal year, but were held up by that officer as unfinished and carried to the appropriation for the fiscal year ending June 30, 1890. For the fiscal year 4,584 requisitions were made on the Public Printer, against 5,048 requisitions during the previous year.

It is estimated that an appropriation of \$285,000 will be required to meet the demands of the service for the fiscal year ending June 30, 1891, in view of the increasing demands likely to be made upon the appropriation for printing and binding, from the natural growth of the service, and from the further fact that the Public Printer requires a large percentage of the appropriation for his current expenses.

#### PACKING-BOXES, SAW-DUST, PASTE, AND HARDWARE.

The appropriation for the year ending June 30, 1890, being the first appropriation for the above articles, I consider it requisite that the same amount be set apart for the coming year. I therefore ask that \$3,000 be appropriated for the purchase of packing-boxes, saw-dust, paste, and hardware for the fiscal year ending June 30, 1891.

#### FACING SLIPS, CARD SLIDE LABELS, BLANKS, AND BOOKS.

The appropriation for the fiscal year ending June 30, 1890, is also the first appropriation for the above-named articles. I regard it as a very important one, and deem it essential to the service, and ask that the same amount, \$7,000, be appropriated for the printing of facing slips, card slide labels, blanks, and books of an urgent nature for the first and second class post-offices for the fiscal year ending June 30, 1891.

*Estimates of appropriations needed for the Division of Post-Office Supplies for the year ending June 30, 1891, as compared with those submitted for the year ending June 30, 1890.*

Items.	Estimate for 1890-'91.	Estimate for 1889-'90.	Increase.	Decrease.
Wrapping and facing slip-paper.....	\$53,000	\$50,000	\$3,000	.....
Wrapping twine.....	85,000	85,000	.....	.....
Letter balances and scales.....	18,000	15,000	3,000	.....
Postmarking, rating, and canceling stamps, ink, and pads ..	40,000	35,000	5,000	.....
Stationery, first and second class post-offices.....	57,000	57,500	.....	\$500
Stationery and free penalty envelopes, Post-Office Department ..	12,000	11,000	1,000	.....
Printing and binding.....	225,000	224,000	1,000	.....
Packing-boxes, saw-dust, paste, and hardware.....	3,000	3,000	.....	.....
Facing-slips, card slide labels, and books of an urgent nature.....	7,000	7,000	.....	.....
<b>Total.....</b>	<b>560,000</b>	<b>547,500</b>	<b>13,000</b>	<b>500</b>

The foregoing tables shows an increase of \$13,000 in the estimates for the fiscal year 1890-'91 over those of 1889-'90, itemized as follows: For wrapping and facing slip paper, \$3,000; letter-balances and scales, \$3,000; postmarking, rating, and canceling stamps, ink, and pads,

\$5,000; stationery and free penalty envelopes, \$1,000; printing and binding, \$1,000; and a decrease of \$500 for stationery at first and second class post-offices. The net amount of increase suggested is therefore \$12,500.

### THE FREE-DELIVERY SYSTEM.

#### NEW FREE-DELIVERY OFFICES.

At the close of the fiscal year there were 401 free-delivery offices, an increase of 43 over the number in operation June 30, 1888.

The new offices established were:

Alton, Ill.	Ithaca, N. Y.	Plattsburgh, N. Y.
Batavia, N. Y.	Monmouth, Ill.	Port Jervis, N. Y.
Bayonne, N. J.	Morristown, N. J.	Red Wing, Minn.
Beverly, Mass.	Muncie, Ind.	Roanoke, Va.
Chippewa Falls, Wis.	Nebraska City, Nebr.	Rockland, Me.
Columbus, Ind.	New London, Conn.	St. Albans, Vt.
Corsicana, Tex.	Newton, Mass.	Seneca Falls, N. Y.
Crawfordsville, Ind.	Norwalk, Conn.	Spokane Falls, Wash.
Elyria, Ohio.	Olean, N. Y.	Waco, Tex.
Findlay, Ohio.	Oneida, N. Y.	Walla Walla, Wash.
Fremont, Ohio.	Paris, Tex.	Warren, Ohio.
Fremont, Nebr.	Passaic, N. J.	West Troy, N. Y.
Greenville, S. C.	Pine Bluff, Ark.	Woburn, Mass.
Goshen, Ind.	Pittston, Pa.	
Hyde Park, Mass.	Plainfield, N. J.	

#### INCREASE IN CARRIERS' APPROPRIATION, ETC.

The number of carriers had increased from 6,346 to 8,257 during the fiscal year. This large increase was caused by the act of May 24, 1888, limiting the employment of carriers to eight hours per day.

The appropriation for the service was \$7,000,000. The total cost thereof was \$6,957,941.90, leaving an unexpended balance of \$42,058.10.

#### COMPARATIVE RESULTS FOR 1888 AND 1889.

The following table will show the aggregate results of the operations of the free-delivery system, and a comparison with the preceding year:

*Aggregate results of the free-delivery service for the fiscal year ended June 30, 1889.*

	1888.	1889.	Increase.	Per cent.
Number of offices.....	358	401	43	12.01
Number of carriers.....	6,346	8,257	1,911	30.11
Registered letters delivered.....	4,271,105	4,523,564	252,459	5.91
Letters delivered.....	873,760,692	1,053,920,529	180,159,837	20.62
Postal-cards delivered.....	212,426,703	253,223,124	40,796,421	19.67
Newspapers, etc., delivered.....	428,710,933	491,595,219	62,884,286	14.67
Letters collected.....	760,113,963	884,664,554	124,550,591	16.38
Postal-cards collected.....	223,980,437	260,267,041	36,286,604	16.20
Newspapers, etc., collected.....	127,597,925	137,611,569	10,013,644	7.85
Whole number of pieces handled.....	2,630,861,758	3,085,805,540	454,943,782	17.25
Pieces handled per carrier.....	415,563	373,720	41,843	*10.07
Total cost of service, including post-office inspectors.....	\$5,422,356.36	\$6,957,941.90	\$1,535,585.54	†28.32
Average cost per carrier.....	852.06	*839.35	12.71	*1.49
Average cost per piece in mills.....	2.0	†2.2	0.2	†10.00
Amount of postage on local matter.....	\$7,721,689.16	\$9,536,921.82	\$1,815,232.66	†23.50
Excess of postage on local matter over total cost of service.....	\$2,200,332.80	\$2,578,979.92	\$378,647.12	†12.16

\* Decrease.

† Increase.



The examination of this table giving aggregate results of the service for 1888 and 1889 will show the enormous increase in all of its operations and the possibilities for the future. From the inauguration of the free-delivery system, July 1, 1863, until June 30, 1874, the cost of the service exceeded the receipts from local postage. On June 30, 1875, the system had become self-sustaining, with a balance over of \$67,517.55. From that day the balance on the credit side increased from year to year until on June 30, 1889, it had reached the sum of \$2,578,979.92, an amount far in excess of the expectation of its founders.

It will be noticed that the number of pieces of mail handled by carriers during the last fiscal year was 3,085,805,540, an increase over the preceding year of 454,943,782. Notwithstanding this almost fabulous result it is proper to state that the complaints which reach this office, on account of mis-delivery of mail, delay in delivery, delivery to wrong address, and other errors of the carrier, will not exceed 300 per year.

#### DIVERSE RESULTS AND REASONS THEREFOR.

The diverse results at different offices as shown by the table, in regard to number of pieces handled, cost per piece in mills, cost of the service, disproportionate number of carriers to the population and business done, and other irregular features of the service which appear, are due to a variety of causes, among which may be mentioned the following:

The climate; the physical and geographical conditions of the territory to be served, such as streams to cross and hilly and broken ground to traverse; the amount of sparsely settled country and the number of large estates on the carriers' routes; the time of arrival and departure of mails and the quantity to be handled; the number of individual letters and pieces, and of packages of mail containing numerous letters and other matter to one address and delivered in bulk to business houses and manufacturing establishments; the failure in many cases to obtain a correct count rather than a very liberal estimate of pieces handled; the time required to make the service efficient at offices recently established; the compactness of some cities where a large business is done; and the number of dwellings in other cities more particularly occupied for residences, where a small amount only of business mail is handled. Every effort is being made by the inspectors and the superintendent to correct all inequalities, and examinations of free-delivery offices are constantly being made with a view to secure a correct count of local postage and number of pieces of mail handled, and also provide a satisfactory service to the patrons of every office.

## EXCESS OF LOCAL POSTAGE OVER COST OF SERVICE.

The receipts from local postage exceeded the cost of service in 36 of the 401 offices (being two less than the preceding year), as shown by 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 servie.	Net gain.
Atlanta, Ga.	\$23,049.68	\$18,567.51	\$4,482.17
Baltimore, Md.	268,914.19	191,994.06	76,920.13
Birmingham, Ala.	14,058.92	6,850.13	7,208.79
Boston, Mass.	770,039.47	381,890.39	388,149.08
Brooklyn, N. Y.	488,683.58	302,075.35	186,608.23
Buffalo, N. Y.	128,532.74	91,004.98	37,527.76
Chicago, Ill.	708,542.33	435,029.85	273,512.48
Cincinnati, Ohio.	154,386.82	120,892.29	33,494.53
Colorado Springs, Colo.	4,681.72	2,886.67	1,795.05
Denver, Colo.	62,541.37	31,311.45	31,229.92
Detroit, Mich.	73,724.62	71,408.19	2,316.43
Hartford, Conn.	23,141.31	22,385.30	756.01
Kansas City, Mo.	57,731.36	56,139.42	1,591.94
Leavenworth, Kans.	14,232.44	7,401.52	6,830.91
Lowell, Mass.	20,996.08	20,047.26	948.82
Montgomery, Ala.	5,764.59	5,160.93	603.66
Morristown, N. J.	2,668.47	2,363.14	305.33
Newark, N. J.	71,267.99	56,528.57	14,739.42
New Haven, Conn.	35,470.49	28,715.54	6,754.95
New Orleans, La.	88,970.20	73,168.31	15,801.89
New York, N. Y.	2,272,583.56	920,160.09	1,352,423.47
Omaha, Nebr.	97,545.00	31,930.07	65,614.93
Philadelphia, Pa.	1,426,182.90	595,781.66	830,401.24
Pittsburgh, Pa.	102,063.42	83,346.45	18,716.97
Providence, R. I.	53,161.03	46,421.56	6,739.47
Rochester, N. Y.	61,772.13	54,080.93	7,691.20
St. Louis, Mo.	609,522.16	208,178.82	401,343.34
St. Paul, Minn.	72,490.35	60,845.46	11,644.89
San Francisco, Cal.	195,881.61	140,477.06	55,404.55
Scranton, Pa.	21,398.94	19,068.47	2,330.47
Seattle, Wash.	5,560.77	5,488.12	72.65
Syracuse, N. Y.	29,122.56	28,479.76	642.80
Tacoma, Wash.	4,748.58	4,060.23	688.35
Troy, N. Y.	33,021.92	29,401.04	3,620.88
Wilkes Barre, Pa.	13,359.92	12,270.76	1,089.16
Yonkers, N. Y.	9,429.67	9,110.65	319.22

## GROWTH OF THE SYSTEM.

The following table, showing in detail the growth of the free-delivery system of the Post-Office Department from its inauguration, July 1, 1863, is herewith submitted:

*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	\$317,063.20			
1864-'65	45	757	448,664.51			
1865-'66	46	863	589,236.41			
1866-'67	47	943	669,934.34			
1867-'68	48	1,198	965,934.59			
1868-'69	48	1,246	1,183,915.31			
1869-'70	51	1,362	1,230,079.85	\$681,864.70	\$548,215.15	
1870-'71	52	1,419	1,353,923.23	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	1,981,186.61	2,065,561.73		84,375.22
1876-'77	87	2,265	1,893,619.85	2,254,597.83		360,977.98
1877-'78	87	2,275	1,824,166.96	2,452,251.51		628,084.55
1878-'79	88	2,359	1,947,706.61	2,812,523.86		864,771.14
1879-'80	104	2,688	2,363,093.14	3,068,797.14		705,104.00
1880-'81	109	2,861	2,490,911.54	3,273,630.39		773,718.85
1881-'82	112	3,115	2,623,262.74	3,816,576.09		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	3,504,206.53	4,778,484.87		1,274,278.35
1884-'85	178	4,358	3,985,952.55	5,281,721.10		1,295,768.55
1885-'86	181	4,841	4,312,306.70	5,839,242.97		1,526,936.27
1886-'87	189	5,310	4,618,692.07	6,691,253.69		2,072,561.62
1887-'88	358	6,346	5,422,356.36	7,721,689.16		2,299,332.80
1888-'89	491	8,257	6,957,941.90	9,536,921.82		2,578,979.92

## THE EIGHT-HOUR LAW.

The service was reorganized to comply with the act of May 24, 1888, limiting the employment of letter-carriers to eight hours per day during that year, and yet on account of the increasing business, requisitions are being constantly made by postmasters for additional carriers to enable them to keep within the law. The schedules fixed by postmasters and inspectors require frequent changes, and claims of carriers for payment for overtime service will be numerous every year as long as the law remains in force with its present construction. It does not provide an average service of eight hours for any period, and while full payment of the fixed salary is required where the service is performed within a less number of hours, as is often the case when the mail to be handled is light, an excess of time over eight hours on any day, however short the period, entitles the carrier to payment *pro rata*. Until another year has passed it will be difficult to estimate the amount to be appropriated annually for payment of these claims, or the amount required for additional carriers and other expenses on account of the passage of this law.

## CHANGES IN EXISTING LAWS RECOMMENDED.

In my opinion the time has arrived for the extension of the free-delivery system to many cities which are now deprived of it under the present law, which provides for its introduction, in the discretion of the Postmaster-General, to "every place containing a population of not less than 10,000 within its corporate limits according to the last general census taken by authority of State or United States law, or at any

post-office which produced a gross revenue for the preceding fiscal year of not less than \$10,000."

I believe it was the intention and desire of the founders of the system that it be extended from time to time and as soon as practicable to all offices of sufficient importance to need the service, and that the amendments to the law to extend it, heretofore made, have met with the approval of the people. An amendment of the law is recommended so as to include in the discretion of the Postmaster-General all places which have a population, as shown by the last general State or United States Census, of 5,000, provided the post-offices produced a revenue for the preceding fiscal year of at least \$8,000. This will embrace all the important post-offices of the second class. The law at present does not provide sufficient allowances for third-class offices to warrant a satisfactory free-delivery service.

The law now in force makes no distinction in salaries between letter-carriers and collectors of mail matter, while in case of the former a higher intelligence is necessary in the performance of the duties required. The collection service, however, requires only men of good character and of the requisite physical ability, for which \$600 per annum would be an adequate compensation. Now all are treated alike and promotions of collectors are made from \$600 to \$800, \$850, and \$1,000 per annum, the same as of delivery carriers. The carriers become more efficient and are able to handle and deliver their mail with greater facility from year to year, while the collectors can perform, as a rule, as satisfactory service the first year as afterwards. Should a class of collectors be created by law with an annual salary not to exceed \$600, and not subject to promotion, the decreased expenses would encourage a separation of the delivery and collection service and thus insure greater promptness and better results in both branches. It is not intended to recommend a reduction of the salaries of old carriers who may be performing collection service at the time the law shall take effect, or prevent their promotion under existing law. Provision should be made for new men who shall be required for collection service only at a salary of \$600 per annum, from and after a given date.

The law now provides for a leave of absence with pay, of fifteen days in each year, for letter-carriers. If absent for any cause in excess of that time their routes are served by substitutes who receive the pay of the carriers. Carriers occasionally become disabled by accident or severe illness and are unable to resume their duties for several days or weeks, which in case of poor men may result in much hardship. I think the law should be so amended as to provide for payment in such cases out of the regular appropriation for this service, of the salary now fixed by law, for a limited time, to those whose disabilities have been incurred in the line of duty.

#### FREE-DELIVERY STATIONS.

At the close of the fiscal year there were 198 stations connected with free-delivery offices, and since then 28 additional have been established, making 226 in all. These stations are for the accommodation of the people remote from the post-office and have facilities for registration of letters, issue of money-orders, and sale of postal supplies, and a large number have, in addition, a direct service to the people by letter-carriers. The facilities afforded by these stations relieve the main office, increase the postal revenues, and give a better service generally, and should be judiciously increased in number as the necessity for them becomes apparent.

ADDITIONAL OFFICES.

Since the close of the fiscal year 32 additional offices have been established, and 20 applications are awaiting consideration and final action. Many additional offices may at the end of this fiscal year be entitled to the service on account of their having the required revenue. It is expected that after the census of 1890 shall have been completed a large number of additional places will be entitled to this service, which are now precluded although they actually have the requisite population, as the law requires that the population shall be ascertained by general State or United States census.

Additional information, showing the operations in detail at every free-delivery office, will be found in tabulated statement appended hereto marked Table A.

ESTIMATES AND APPROPRIATIONS.

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

	1887-'88.	1888-'89.	Increase.
Estimates .....	\$5,522,500.00	\$7,000,000.00	\$1,477,500.00
Appropriations .....	5,522,500.00	7,000,000.00	1,477,500.00
Expenditures .....	5,422,356.36	6,957,941.90	1,535,585.54

The large increase in expenditure for 1888-'89 over the preceding year was occasioned by the act of May 24, 1888, entitled, "An act to limit the hours that letter-carriers in cities shall be employed per day," which required a large addition to the force in nearly every city; and by the extension of the service to forty-three additional places.

The appropriation for the current fiscal year is \$8,000,000.

ESTIMATE FOR THE FISCAL YEAR COMMENCING JULY 1, 1890, AND ENDING JUNE 30, 1891.

The annual pay of carriers in service on June 30, 1890, subject to the usual changes, will be as follows :

3,635 carriers at \$1,000 each .....	\$3,635,000.00
2,761 carriers at \$350 each .....	2,346,850.00
1,261 carriers at \$200 each .....	1,008,800.00
1,313 carriers at \$600 each .....	799,800.00
8,990 .....	\$7,790,450.00

To which is to be added :

For promotions of 2,594 carriers, under act of August 2, 1882 .....	425,285.00
Additional carriers (equal to 400 for full year) .....	240,000.00
Pay of substitutes for carriers on vacation (8,990) .....	224,750.00
Pay of substitutes for additional carriers on vacation (400) .....	10,000.00
Pay of substitutes for holidays and emergencies .....	2,500.00
Pay of temporary carriers .....	2,500.00
Incidental expenses .....	350,000.00
Post-office inspectors (cost last year \$27,394.82) .....	24,000.00
	\$9,069,485.00

The annual pay of carriers, as above given in detail, is ascertained by adding to the salaries on November 1 the increased pay of those entitled to promotion under act of August 2, 1882, and by adding to the number of the \$600 men the additional carriers which will be needed for new offices and the present service prior to June 30, 1890.

All \$800 and \$600 men in the service June 30, next—two thousand five hundred and ninety-four in number—will be entitled to promotion during the next fiscal year, under the act of August 2, 1882. The amount required for this purpose, viz, \$425,285, has been ascertained from the books of the office, which are correctly kept from day to day.

The amount estimated for additional carriers (\$240,000) is to provide for the general increase of the business and extension of the service at 460 free-delivery offices (the probable number June 30, 1890) and to establish the system at additional places which may have the requirements under act of January 3, 1887. Even with this sum, an economical and judicious allotment to the various offices will be necessary, with proper average as to time throughout the year, so as to permit the appointment of the number required for a satisfactory service.

The amount required for pay of substitutes for carriers on vacation (\$234,750) is in accordance with the act of June 27, 1884, being \$25 each for the 8,990 carriers in service June 30, 1890, and for pay of substitutes for the additional carriers (400).

The first item of \$2,500 in estimate for "pay of substitutes for holidays and emergencies," is for the extra service required to handle the additional mail which accumulates during the elections and the holiday season. The second item of \$2,500 is for pay of temporary carriers at watering places during the summer season, and other special services.

The item of \$24,000 for post-office inspectors covers the amount to be paid out of the free-delivery appropriation by direction of the Postmaster-General.

The amount estimated for incidental expenses (\$350,000) is an increase of \$50,000 over the amount required for the present year (\$300,000). This item covers the expenditures for horse-hire, car-fare, contracts for wagon-service, letter-boxes, satchels, furniture, time-cards, and all other expenses connected with the service not above enumerated.

Of the amount of estimate (\$9,069,485) the sum of \$8,769,485 will be required by operation of law, the increase being \$300,000, viz: For additional carriers (\$240,000), additional substitutes (\$10,000), and additional amount for incidental expenses (\$50,000).

It is estimated that the local postage for the next fiscal year will exceed the entire cost of the service by at least \$3,000,000.

#### DIVISION OF CORRESPONDENCE.

The work of this division being largely the construction of the postal laws and regulations, and legal in its character, was, by order of the Postmaster-General, dated September 15, 1888, transferred to the office of the Assistant Attorney General, in whose report will appear a statement of the business transacted therein.

In closing this report I desire to put on record, in this enduring form, my appreciation of the faithful and intelligent services of the chiefs of divisions and the clerks in this bureau, to whose efficiency and fidelity the successful discharge of its duties is most largely due.

Very respectfully,

J. S. CLARKSON,  
*First Assistant Postmaster-General.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*



TABLE A.—Statement showing the number of carriers in service June 30, 1889, the amount of postage on local matter dur

	Post-office and State.	Carriers.	Registered letters.	Delivered.			Collected.	
				Letters.	Postal-cards.	Newspapers.	Local letters.	Mail letters.
1	Abilene, Kans.	3	505	191,489	41,755	165,632	23,213	90,225
2	Adrian, Mich.	6	1,042	344,584	91,765	247,701	59,992	489,388
3	Akron, Ohio.	12	3,504	1,210,219	244,051	858,458	90,600	1,131,093
4	Albany, N. Y.	40	13,373	4,794,277	895,385	2,514,119	822,422	2,219,005
5	Alexandria, Va.	4	2,012	325,502	85,019	205,892	11,801	239,542
6	Allentown, Pa.	24	18,542	3,502,916	771,053	1,806,976	475,710	2,603,852
7	Allentown, Pa.	9	3,037	917,120	230,848	480,596	57,708	661,405
8	Alton, Ill.	5	567	236,906	45,635	117,883	18,357	71,227
9	Altoona, Pa.	10	1,588	850,919	155,893	618,330	37,893	232,451
10	Amsterdam, N. Y.	7	1,227	459,735	70,897	276,614	14,452	220,330
11	Annapolis, Md.	2	905	199,772	35,181	131,091	6,674	100,975
12	Ann Arbor, Mich.	7	1,486	662,343	118,507	543,060	25,061	350,163
13	Ansonia, Conn.	5	643	241,227	41,662	140,539	5,035	67,883
14	Appleton, Wis.	5	934	294,251	56,143	274,322	2,631	150,514
15	Asbury Park, N. J.	3	970	293,730	37,402	139,579	2,541	243,121
16	Ashland, Wis.	6	1,044	425,219	54,161	228,192	16,849	225,058
17	Atchison, Kans.	2	2,251	1,161,307	282,765	750,010	106,967	743,415
18	Atlanta, Ga.	22	26,997	3,481,156	803,895	2,416,333	246,932	2,495,716
19	Atlantic City, N. J.	6	2,262	693,071	131,700	391,673	16,815	455,855
20	Auburn, Me.	5	963	197,916	47,911	150,452	1,522	80,292
21	Auburn, N. Y.	13	4,516	1,294,772	246,423	856,794	68,888	759,885
22	Augusta, Ga.	16	10,492	2,685,514	497,652	1,817,375	103,433	839,378
23	Augusta, Me.	6	29,817	1,108,854	180,205	228,770	19,107	500,793
24	Aurora, Ill.	9	2,267	809,934	176,173	721,074	58,947	615,520
25	Austin, Tex.	6	1,977	1,295,240	273,136	1,022,099	46,294	638,479
26	Baltimore, Md.	214	93,953	15,612,135	4,945,264	7,650,160	6,804,939	16,459,321
27	Bangor, Me.	9	3,260	560,137	95,860	416,221	46,329	483,462
28	Batavia, N. Y.	5	248	90,320	17,451	76,912	3,627	38,658
29	Bath, Me.	4	.....	199,156	25,424	124,534	5,063	128,378
30	Battle Creek, Mich.	8	2,431	601,160	158,784	424,191	12,674	236,339
31	Bay City, Mich.	11	4,711	1,449,892	250,792	1,157,547	132,730	696,036
32	Bayonne, N. J.	7	454	126,737	21,596	84,139	8,307	58,701
33	Beaumont, N. Y.	4	432	304,412	51,667	272,071	7,758	127,127
34	Beaver Falls, Pa.	5	840	281,953	75,183	225,576	5,595	112,488
35	Belleville, Ill.	7	1,475	293,621	65,843	353,385	11,047	156,217
36	Bethlehem, Pa.	4	1,304	317,314	65,167	241,278	15,483	194,538
37	Beverly, Mass.	5	938	213,780	36,994	172,618	10,768	108,082
38	Binghamton, N. Y.	14	4,753	1,381,650	232,444	890,272	80,107	660,231
39	Birmingham, Ala.	8	3,663	878,694	127,361	325,874	92,877	714,707
40	Birmingham, Conn.	5	853	379,432	56,354	271,242	23,733	150,106
41	Bloomington, Ill.	11	6,484	1,224,156	225,463	1,159,042	23,822	409,987
42	Bo ton, Mass.	401	155,669	54,193,510	12,853,510	22,946,732	25,159,814	42,908,489
43	Bradford, Pa.	6	1,939	662,657	139,717	435,342	34,356	287,167
44	Brattleborough, Vt.	5	2,712	341,537	71,913	288,883	27,750	291,018
45	Bridgeport, Conn.	18	4,703	1,438,771	250,408	873,805	160,323	807,457
46	Bridgeport, N. J.	5	958	313,615	55,410	190,116	8,966	160,875
47	Brockton, Mass.	9	1,524	609,713	166,189	627,820	39,359	349,591
48	Brooklyn, N. Y.	331	94,814	32,795,608	9,472,600	14,853,600	8,504,935	13,621,678
49	Buffalo, N. Y.	100	82,875	14,832,755	2,977,153	7,588,137	3,165,063	7,725,084
50	Burlington, Iowa	11	4,512	1,061,275	213,207	717,710	68,538	1,069,003
51	Burlington, Vt.	9	4,287	1,116,950	201,365	796,172	101,057	921,536
52	Cañon, Ill.	5	4,094	396,372	87,498	150,702	48,591	885,653
53	Camden, N. J.	21	6,155	1,479,971	424,491	1,088,633	150,099	790,989
54	Canton, Ohio.	10	3,715	1,165,010	189,996	925,071	73,558	937,871
55	Carlisle, Pa.	4	993	330,787	38,628	291,484	35,471	219,487
56	Carthage, Mo.	2	214	80,226	16,264	71,048	5,171	96,229
57	Cedar Rapids, Iowa	9	1,938	580,830	112,637	457,624	12,145	247,798
58	Chambersburg, Pa.	4	598	208,295	41,280	165,133	6,677	122,084
59	Champaign, Ill.	4	601	366,918	68,998	256,206	3,150	80,630
60	Charleston, S. C.	22	17,043	2,170,166	477,394	697,103	188,300	1,489,907
61	Charleston, W. Va.	3	1,747	196,750	33,199	91,017	10,988	131,951
62	Charlotte, N. C.	4	1,403	297,049	57,548	132,177	3,262	70,414
63	Chattanooga, Tenn.	14	11,500	1,561,281	280,637	990,047	98,495	866,292
64	Chester, Pa.	7	1,123	442,685	122,603	247,722	34,627	250,845
65	Cheyenne, Wyo.	3	1,395	210,034	26,404	129,536	5,018	89,199
66	Chicago, Ill.	485	495,693	107,157,263	24,765,986	41,416,284	26,251,630	76,144,341
67	Chillicothe, Ohio	5	606	218,742	46,386	210,637	6,680	84,588
68	Chippewa Falls, Wis.	4	379	110,195	18,548	107,396	12,940	137,585
69	Cincinnati, Ohio	151	89,660	15,009,946	3,251,931	6,431,422	3,885,712	9,055,143
70	Cleveland, Ohio	91	81,791	13,741,791	2,893,061	6,642,862	2,333,580	7,301,031
71	Clinton, Iowa	6	1,581	522,444	87,355	398,632	27,449	227,372
72	Cohoes, N. Y.	10	1,605	618,972	76,988	294,532	28,172	289,127
73	Colorado Springs, Colo.	4	716	408,537	12,982	226,892	7,046	239,549

\*Established November 1, 1868.

†Established January 1, 1889.



# FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 219

of mail delivered and collected, the number of pieces handled, the cost of service, and the  
ing the fiscal year ended June 30, 1889.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.	
Local pos- tal cards.	Mail pos- tal cards.	Newspa- pers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
18,128	20,832	13,379	565,208	188,403	\$2,084.81	\$694.94	3.6	\$828.88	1
23,228	116,002	30,186	1,383,888	230,648	4,831.47	805.24	3.4	1,227.19	2
46,132	214,044	431,134	4,229,237	852,436	9,729.31	810.78	2.3	3,613.38	3
317,954	441,652	275,883	11,994,070	299,852	36,611.61	915.29	3.0	16,253.31	4
2,568	74,382	20,432	967,090	241,772	3,248.34	812.08	3.3	396.60	5
214,407	523,012	263,922	10,272,498	428,021	21,371.44	890.48	2.0	18,227.66	6
19,637	196,211	59,004	2,655,566	295,063	7,283.64	809.29	2.7	2,016.98	7
9,274	16,962	6,775	523,586	104,717	1,883.78	376.76	3.6	912.86	8
17,406	56,647	20,896	2,090,013	209,001	7,696.73	769.67	3.7	2,411.63	9
9,476	30,066	18,177	1,100,980	157,283	5,053.88	721.98	4.5	1,566.76	10
1,368	19,139	9,564	504,609	168,203	2,634.03	678.01	5.2	485.27	11
10,885	62,551	23,907	1,798,409	256,915	5,830.37	761.48	2.9	1,527.67	12
5,392	9,935	7,304	489,620	97,924	4,228.62	845.72	8.6	703.48	13
2,954	19,558	5,397	806,704	161,841	3,369.56	673.91	4.1	1,081.00	14
2,086	37,533	16,384	793,346	264,449	2,390.64	796.88	3.0	773.99	15
10,550	26,128	8,583	995,784	165,964	4,428.37	738.06	4.4	1,254.51	16
78,500	181,503	85,979	3,392,697	878,966	6,972.43	774.71	2.0	6,252.76	17
323,423	623,835	276,586	10,698,968	496,362	18,567.51	843.98	1.7	23,049.68	18
5,358	12,214	11,234	1,830,179	305,030	5,286.35	877.72	2.8	1,850.02	19
2,832	16,779	7,994	506,661	101,382	4,008.88	801.78	7.9	644.28	20
86,709	117,811	161,729	3,567,527	274,425	10,046.45	772.80	2.8	8,481.96	21
77,747	199,272	60,740	6,744,568	421,537	13,026.68	814.17	1.9	4,192.07	22
15,509	107,644	39,029	2,229,728	371,621	4,715.29	785.88	2.1	1,956.64	23
29,410	100,285	104,972	2,638,582	293,176	7,009.41	778.49	2.6	2,580.76	24
29,816	68,772	44,681	3,321,013	415,127	7,234.46	904.31	2.1	2,720.92	25
3,695,943	3,258,470	2,646,823	61,184,998	285,818	191,994.06	897.17	3.1	268,914.19	26
81,122	80,962	64,911	1,772,296	196,922	6,618.68	736.41	3.7	2,441.33	27
1,066	5,507	2,940	248,629	49,106	1,553.99	810.80	6.3	393.10	28
7,771	19,622	13,008	515,845	128,961	3,204.12	801.03	6.2	507.17	29
101,442	115,505	372,954	4,260,609	387,328	8,744.70	794.97	2.0	4,132.50	30
2,778	8,268	4,234	295,634	42,233	2,091.56	298.79	7.0	4,772.07	31
4,940	20,622	6,300	706,329	198,832	3,348.17	827.04	4.1	1,270.55	32
7,822	28,337	6,265	744,059	148,812	3,362.33	672.47	4.5	1,902.05	33
10,412	33,133	25,112	950,445	135,778	5,616.61	788.09	5.8	1,802.05	34
4,900	26,546	7,539	814,159	203,539	3,078.73	769.67	3.7	1,298.26	35
6,986	18,923	87,706	558,795	111,359	2,129.71	425.94	3.8	777.93	36
87,836	115,580	71,285	3,472,938	276,638	10,043.23	717.37	2.8	6,015.83	37
34,732	95,290	32,140	2,305,338	288,197	6,850.13	856.27	2.9	1,058.92	38
6,541	23,797	16,768	877,868	175,563	4,317.46	863.49	2.9	1,382.68	39
25,016	107,124	133,664	3,315,658	301,423	5,107.87	779.17	2.5	2,750.42	40
10,260,758	11,731,806	6,927,214	187,143,506	466,692	381,890.39	952.34	2.0	770,039.47	41
18,098	76,197	44,586	1,799,949	299,991	4,892.56	815.43	3.0	1,683.96	42
12,996	66,012	228,998	1,329,819	785,964	4,318.89	863.80	3.2	1,062.28	43
68,288	114,818	65,180	3,792,788	210,710	14,223.18	790.73	3.7	8,429.75	44
4,867	32,574	10,806	777,787	155,567	3,247.02	649.40	4.1	822.45	45
35,974	67,153	102,273	2,080,602	228,966	7,653.19	850.35	3.7	4,129.36	46
5,144,118	3,291,020	2,479,628	90,268,001	272,680	202,075.35	912.61	3.3	488,553.68	47
1,859,634	1,801,447	1,017,499	41,062,617	410,526	91,904.98	910.05	2.2	128,532.74	48
67,039	236,969	106,047	3,545,200	322,291	9,640.59	876.49	2.7	3,061.70	49
39,663	112,788	86,706	3,380,534	375,615	7,753.84	861.54	2.2	3,007.48	50
18,762	132,988	25,034	1,749,694	849,939	3,921.57	794.31	2.2	1,486.72	51
112,722	233,829	94,771	4,381,668	208,651	17,164.05	817.34	3.9	5,84.86	52
68,048	153,423	146,285	3,662,953	366,206	7,880.68	788.07	3.1	2,800.18	53
9,972	34,681	49,447	1,010,850	252,712	3,122.55	794.59	3.1	2,026.87	54
3,023	21,750	4,117	298,042	149,021	7,182.22	792.47	4.7	403.42	55
6,049	48,158	24,961	1,498,146	166,461	3,014.18	753.54	5.0	6,090.78	56
4,545	31,187	21,584	601,943	150,496	3,205.15	801.29	4.3	609.93	57
1,565	16,325	6,131	740,524	15,131	18,040.65	820.03	3.0	7,496.36	58
227,276	834,500	212,175	5,882,864	2,740,998	2,437.19	812.99	4.9	1,066.96	59
5,074	19,667	5,503	495,896	166,298	3,203.91	800.98	5.4	781.58	60
2,107	15,891	3,044	582,895	145,724	10,737.69	768.42	2.6	7,916.20	61
74,724	171,327	92,533	4,134,842	296,348	5,405.25	772.18	4.5	2,705.74	62
15,279	57,962	13,893	1,186,750	169,537	2,180.27	726.70	1.3	948.72	63
5,872	10,723	6,325	464,506	161,602	435,029.85	896.90	4.5	1,190.21	64
8,241,454	14,247,068	30,746,876	329,466,635	679,312	3,264.57	652.91	5.6	3,321.27	65
3,380	14,617	7,844	593,480	118,696	1,460.15	364.54	3.5	154,386.82	66
4,664	33,407	8,837	414,031	103,508	120,892.29	840.35	2.2	76,269.34	67
2,092,850	2,291,632	1,893,143	44,901,437	287,390	81,362.29	894.09	3.8	1,331.27	68
917,602	1,559,407	908,563	36,377,969	390,758	5,021.89	836.98	3.8	1,006.10	69
6,124	87,433	14,646	1,323,080	220,514	6,723.64	762.36	4.8	4,561.73	70
12,272	34,906	28,222	1,384,850	138,886	2,860.67	716.67	2.8		71
3,916	7,661	4,996	1,002,314	250,578					72

Established February 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1889, the

	Post-office and State.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers.	Local letters.	Mail letters.
74	Columbia, S. C.	4	2,636	374,260	64,776	160,669	18,362	277,116
75	Columbus, Ga.	6	2,136	340,479	90,285	204,098	20,858	310,489
76	Columbus, Ind.	3	496	225,617	54,117	116,401	4,690	84,590
77	Columbus, Ohio	36	15,644	5,740,940	854,888	3,061,114	312,080	3,052,809
78	Concord, N. H.	9	3,662	937,813	173,734	510,332	61,146	469,030
79	Corning, N. Y.	4	49	229,624	38,490	169,724	6,002	85,435
80	Corsicana, Texas	3	282	66,546	9,079	41,082	1,188	41,512
81	Cortland, N. Y.	6	1,977	649,187	193,792	465,788	13,808	287,436
82	Council Bluffs, Iowa.	12	4,134	1,422,708	183,905	1,421,568	223,402	1,550,712
83	Covington, Ky.	10	3,293	836,845	214,968	480,962	62,627	608,829
84	Crawfordsville, Ind.	4	669	168,270	40,503	97,699	3,167	66,530
85	Cumberland, Md.	4	981	192,338	38,605	152,738	3,258	47,104
86	Dallas, Tex.	16	12,564	1,906,336	258,232	772,982	46,502	1,428,076
87	Danbury, Conn.	5	923	312,812	55,365	312,629	12,765	122,490
88	Danville, Ill.	5	1,681	418,613	100,755	314,762	11,063	187,112
89	Danville, Va.	4	918	182,396	35,612	109,344	4,302	155,669
90	Davenport, Iowa.	11	5,634	1,709,070	250,885	1,062,928	120,096	991,791
91	Dayton, Ohio	21	12,116	2,936,621	666,790	2,140,265	313,332	1,513,093
92	Decatur, Ill.	8	2,568	773,358	165,590	480,568	31,021	422,088
93	Delaware, Ohio	4	563	401,369	65,085	284,675	6,092	145,351
94	Denison, Tex.	5	1,170	296,025	55,735	166,723	7,178	113,161
95	Denver, Colo.	40	14,327	7,281,405	669,981	4,708,181	1,373,394	6,509,189
96	Des Moines, Iowa	27	13,385	2,929,336	498,603	1,258,263	153,177	1,125,445
97	Detroit, Mich.	77	54,837	14,378,140	2,406,636	5,005,879	1,362,838	4,861,069
98	Dover, N. H.	6	1,318	369,533	75,910	269,419	8,940	134,957
99	Dubuque, Iowa	13	5,459	1,307,578	240,342	868,596	85,618	961,934
100	Duluth, Minn.	15	8,562	2,192,246	308,564	1,249,104	357,938	1,134,988
101	Dunkirk, N. Y.	4	1,066	338,158	67,005	237,219	20,693	197,244
102	Easton, Pa.	11	3,550	1,083,035	234,692	561,625	73,511	680,805
103	East Orange, N. J.	7	1,287	827,559	113,428	218,081	80,235	412,230
104	East Saginaw, Mich.	11	5,365	1,260,291	242,967	1,175,954	101,823	867,125
105	Eau Claire, Wis.	8	1,936	578,656	98,284	498,533	70,040	621,827
106	Elgin, Ill.	8	2,066	654,581	122,539	390,607	53,581	277,004
107	Elizabeth, N. J.	14	3,616	1,292,029	274,341	948,798	261,902	644,409
108	Elkhart, Ind.	5	837	433,469	89,363	298,625	11,162	168,178
109	Elmira, N. Y.	12	9,120	1,670,715	273,122	732,282	56,851	512,630
110	El Paso, Tex.	3	1,388	252,125	39,094	148,634	28,462	232,107
111	Elyria, Ohio	4	258	104,516	26,001	91,186	4,025	43,519
112	Emporia, Kans.	6	1,623	348,806	70,677	289,903	16,536	145,772
113	Englewood, Ill.	11	1,590	1,027,742	191,959	528,979	41,226	273,931
114	Erie, Pa.	16	2,989	2,426,450	461,898	2,084,703	224,383	994,941
115	Evanston, Ill.	4	709	418,287	68,449	255,528	13,430	86,592
116	Evansville, Ind.	18	16,931	1,826,293	710,920	870,529	191,339	1,674,777
117	Fall River, Mass.	16	2,747	1,723,661	155,789	1,110,491	134,635	882,339
118	Fargo, N. Dak.	4	1,243	259,029	32,566	163,398	28,499	587,369
119	Findlay, Ohio	6	782	340,554	67,692	170,338	17,924	201,947
120	Fitchburg, Mass.	8	2,569	738,373	145,555	522,940	96,313	447,892
121	Flint, Mich.	6	2,194	552,261	111,752	354,086	12,082	253,200
122	Fond du Lac, Wis.	6	1,544	465,718	89,468	291,513	12,113	193,541
123	Fort Scott, Kans.	6	2,982	645,454	74,029	329,584	35,245	420,178
124	Fort Smith, Ark.	4	2,649	473,548	48,252	289,268	19,422	252,170
125	Fort Wayne, Ind.	16	6,400	2,136,652	482,608	1,318,492	121,079	734,468
126	Fort Worth, Tex.	9	5,451	865,310	123,852	425,522	23,573	39,075
127	Frankfort, Ky.	4	1,410	283,281	89,511	118,591	22,189	277,082
128	Frederick, Md.	3	580	159,428	39,831	67,836	1,543	123,722
129	Freeport, Ill.	5	1,463	471,485	93,617	360,120	12,319	208,196
130	Fremont, Nebr.	3	394	170,995	26,344	131,269	6,336	78,966
131	Fremont, Ohio	5	275	101,705	26,938	99,064	2,113	34,633
132	Galesburg, Ill.	8	6,999	732,913	106,724	434,446	39,200	494,580
133	Galveston, Tex.	12	9,739	2,378,722	216,489	912,637	89,892	2,075,143
134	Glens Falls, N. Y.	5	1,032	228,517	38,346	172,970	12,979	226,939
135	Gloucester, Mass.	8	938	479,537	88,137	305,282	39,989	217,464
136	Gloversville, N. Y.	6	1,488	456,011	95,638	370,059	9,863	137,529
137	Goshen, Ind.	3	337	145,620	27,907	50,355	3,285	44,039
138	Grand Island, Nebr.	4	579	250,806	38,041	164,963	4,508	81,635
139	Grand Rapids, Mich.	28	13,712	3,551,270	740,308	1,652,961	433,394	2,672,008
140	Greenville, S. C.	4	942	103,828	22,692	55,589	1,139	51,694
141	Hagerstown, Md.	4	877	235,949	55,655	162,739	7,429	129,311
142	Hamilton, O.	7	1,721	518,723	102,650	265,280	25,798	297,117
143	Hannibal, Mo.	7	1,828	644,142	175,380	656,503	69,325	587,127
144	Harrisburg, Pa.	15	4,110	1,094,891	399,526	1,006,560	64,949	554,516
145	Hartford, Conn.	28	14,753	2,015,864	404,792	1,214,727	214,908	854,612
146	Hastings, Nebr.	4	4	310,107	50,509	196,594	9,948	134,816
147	Haverhill, Mass.	11	2,112	1,360,109	247,231	785,232	81,862	732,293

\* Established October 1, 1888.

† Established January 1, 1889.

# FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 221

amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.	
12,042	58,968	17,219	986,038	246,509	3,331.78	832.94	8.3	\$1,366.61
29,377	85,725	41,057	1,145,514	190,919	5,067.15	842.88	4.4	1,823.70
1,730	13,430	41,965	542,895	180,965	1,528.69	509.58	2.8	381.44
200,246	639,061	301,881	14,178,663	393,852	27,898.18	774.98	1.9	22,106.21
43,739	88,838	49,191	2,337,389	256,710	6,926.20	760.58	2.9	2,032.82
1,641	14,144	6,828	542,927	135,732	2,926.39	731.58	5.3	1,202.18
249	4,621	941	165,400	55,133	1,565.43	521.61	9.4	301.74
10,137	75,541	21,818	1,719,284	286,547	4,568.21	761.37	3.6	1,125.10
170,147	206,112	303,783	5,488,471	457,206	9,713.83	809.49	1.7	7,247.59
47,704	171,124	116,063	2,542,415	254,241	8,729.49	872.95	3.4	1,750.38
1,798	15,529	2,502	396,667	99,167	1,298.96	324.74	8.2	301.53
1,495	8,560	3,641	448,720	112,180	3,499.46	874.89	7.7	962.58
38,906	218,176	91,341	4,773,145	298,821	13,223.80	826.49	2.7	4,706.00
5,027	16,412	15,356	853,779	170,756	4,124.63	824.92	4.8	2,840.66
6,268	50,967	25,948	1,117,987	223,597	3,971.96	794.39	3.5	1,495.67
5,704	26,486	11,252	531,693	132,921	3,223.31	805.83	6.0	620.77
91,550	187,476	875,409	5,295,397	481,400	8,848.98	804.00	1.6	5,290.25
233,130	406,112	654,870	8,882,329	422,068	17,831.23	849.11	2.0	13,313.68
16,922	108,823	351,864	2,855,652	294,464	6,330.15	790.02	2.6	1,701.19
4,735	28,581	8,846	944,637	236,159	2,687.13	671.78	2.8	423.55
5,801	14,153	7,138	667,069	133,414	3,253.33	650.67	4.8	657.51
1,330,002	1,196,930	806,993	23,910,402	597,860	31,311.45	782.79	1.8	62,541.37
60,900	233,784	139,973	6,412,966	230,110	22,435.26	830.94	3.4	7,798.12
1,057,171	1,211,801	647,588	31,076,019	403,684	71,408.19	927.38	2.3	73,724.02
8,354	23,017	24,661	945,909	157,651	6,537.20	758.20	4.8	630.31
54,899	165,375	100,759	8,680,560	283,120	11,047.62	849.82	3.0	3,061.26
151,821	234,881	91,137	4,729,241	815,283	11,036.42	735.78	2.3	10,509.73
6,334	28,680	47,230	943,669	235,892	3,152.99	788.25	8.8	734.35
40,964	176,633	41,487	2,896,302	263,800	8,457.93	768.90	2.9	2,994.49
24,612	64,882	131,072	1,974,286	282,041	5,538.41	791.20	2.8	3,419.57
45,023	202,203	230,957	4,131,648	375,064	9,063.60	826.99	2.2	3,629.20
22,429	80,928	268,616	2,241,249	280,156	6,976.10	871.89	3.1	1,684.30
23,456	63,043	23,827	1,613,644	201,693	6,066.61	702.08	3.7	2,682.06
143,482	117,718	87,783	8,775,068	269,648	10,965.99	782.57	2.9	6,943.01
7,196	37,338	10,316	1,047,425	209,485	4,287.25	857.45	4.0	605.19
44,641	84,768	64,768	3,448,906	287,409	9,662.44	805.20	2.8	5,676.96
11,568	16,502	24,651	745,561	248,520	2,036.33	678.78	2.7	1,087.33
1,810	9,165	11,206	202,386	73,096	1,163.79	290.95	3.9	261.67
7,148	25,246	15,850	920,961	153,493	4,849.66	808.28	5.2	1,863.18
36,455	53,123	38,135	2,193,135	199,376	8,178.92	743.54	3.7	2,506.70
190,099	194,217	117,243	6,696,693	418,543	13,915.62	869.73	3.0	9,108.71
7,189	12,138	8,556	870,869	217,717	2,620.35	655.99	3.0	2,068.19
289,432	440,938	288,032	6,409,191	356,066	14,140.49	785.56	2.2	9,601.42
121,429	194,124	85,674	4,410,889	275,681	12,788.47	799.28	2.9	5,428.41
11,814	60,834	148,214	1,292,906	323,226	2,965.35	740.84	2.2	1,102.77
8,760	24,148	12,048	850,191	141,698	3,031.65	505.27	3.5	794.37
38,103	123,822	79,596	2,191,263	273,908	6,149.19	768.65	2.8	3,539.55
8,368	61,117	38,636	1,394,626	232,438	4,391.91	731.98	3.1	1,115.28
6,997	31,157	9,734	1,101,785	183,631	4,760.34	798.39	4.3	1,121.00
22,504	35,475	14,876	1,671,326	261,888	4,793.32	798.88	3.0	1,741.09
16,549	86,458	12,545	1,150,961	287,740	3,119.89	779.97	2.7	1,185.02
60,043	176,416	78,681	5,118,839	319,615	12,818.73	801.17	2.5	5,917.75
25,381	87,584	30,334	1,687,062	209,674	7,706.61	856.29	4.0	1,769.77
11,212	88,961	16,987	909,224	227,806	3,185.34	796.33	3.5	1,179.86
384	82,102	6,591	423,017	141,006	2,503.11	834.37	5.9	648.86
5,784	64,878	14,631	1,171,995	234,399	4,043.55	808.71	3.4	1,175.94
2,955	10,484	8,804	431,547	143,849	2,038.46	679.49	4.7	950.93
1,293	7,360	13,127	287,408	57,482	1,346.24	269.25	4.0	145.89
23,604	246,630	132,458	2,217,650	277,206	6,124.43	765.55	2.7	1,244.96
56,722	399,654	342,413	6,480,811	540,068	10,607.15	883.93	1.6	8,530.63
4,618	39,058	37,575	762,030	152,406	3,705.94	741.19	4.8	753.02
18,415	45,716	259,800	1,453,578	181,697	6,070.82	833.85	3.5	2,427.31
6,835	23,375	12,474	1,113,292	185,549	4,432.99	738.63	4.9	1,589.55
1,662	10,030	2,396	294,661	96,220	926.10	308.70	3.1	190.39
5,468	18,172	1,127	665,319	141,830	3,248.90	812.22	5.7	1,128.92
230,461	514,204	292,310	10,100,628	360,737	22,856.12	816.29	2.2	14,886.68
801	9,549	5,110	251,344	62,836	1,421.13	355.28	5.6	265.60
3,956	29,542	12,610	636,111	159,028	2,606.99	651.75	4.0	740.29
9,516	74,009	77,597	1,371,811	195,973	5,831.12	833.02	4.2	649.74
53,280	215,176	211,540	2,614,327	373,475	5,250.77	750.11	2.0	2,268.00
41,411	138,504	67,541	3,293,008	218,534	11,912.34	794.16	3.6	10,197.45
94,614	135,689	92,513	5,022,472	179,374	22,385.30	799.47	4.4	28,141.31
7,779	17,703	5,465	732,725	183,181	3,331.82	842.95	4.5	1,891.89
67,075	124,527	73,793	3,474,284	315,845	8,844.19	804.02	2.5	4,336.76

Established July 1, 1888.

Established February 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1889, the

	Post-office and State.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers.	Local letters.	Mail letters.
148	Helena, Mont.	6	2,224	330,136	25,613	232,797	36,036	215,045
149	Hoboken, N. J.	11	5,274	1,127,753	290,534	368,935	185,725	470,034
150	Holyoke, Mass.	10	2,613	822,955	138,966	618,753	113,159	463,956
151	Horn-Ilaville, N. Y.	6	687	369,251	67,503	273,323	15,046	189,824
152	Hot Springs, Ark.	6	1,206	366,214	39,632	193,257	2,523	177,259
153	Houston, Tex.	10	8,195	1,138,768	192,874	636,023	72,384	670,522
154	Hudson, N. Y.	5	1,262	311,423	66,064	151,498	21,709	206,406
155	Huntingdon, Pa.	2	979	221,643	41,835	148,494	16,097	146,053
156	Huron, S. Dak.	3	1,786	176,616	23,506	121,055	8,947	112,582
157	Hutchinson, Kans.	6	1,331	705,563	88,525	337,371	58,174	481,285
158	Hydo Park, Mass.	4		187,740	40,349	106,899	3,020	34,174
159	Indianapolis, Ind.	46	38,840	7,579,704	1,352,872	3,046,814	545,676	3,480,687
160	Iowa City, Iowa.	4	1,056	419,211	90,315	319,016	7,363	129,499
161	Ithaca, N. Y.	9	1,491	545,384	92,989	311,183	30,680	238,802
162	Jackson, Mich.	11	3,813	1,817,435	385,959	1,600,844	171,106	954,904
163	Jackson, Miss.	4	2,134	211,670	30,042	170,716	6,069	175,868
164	Jacksonville, Fla.	11	7,085	860,044	128,453	270,205	64,532	769,725
165	Jacksonville, Ill.	5	1,862	566,635	95,843	499,473	33,095	847,789
166	Jamestown, N. Y.	8	1,698	662,538	133,399	496,948	31,165	317,244
167	Janeville, Wis.	6	1,217	452,287	83,292	276,381	9,094	163,525
168	Jersey City, N. J.	58	12,625	3,848,861	958,104	1,781,625	696,504	2,683,479
169	Johnstown, Pa.	9	2,132	495,592	100,961	431,210	45,494	383,390
170	Joliet, Ill.	10	2,653	740,737	146,963	507,414	59,041	370,963
171	Kalamazoo, Mich.	9	4,777	1,118,683	236,371	525,668	30,794	441,950
172	Kansas City, Kans.	11	1,918	1,113,613	250,705	677,438	62,720	1,015,302
173	Kansas City, Mo.	67	56,570	16,802,812	3,501,614	6,209,794	2,081,507	14,507,193
174	Kenne, N. H.	4	598	187,390	40,384	204,898	4,934	98,729
175	Keokuk, Iowa.	9	5,513	1,072,148	248,448	580,748	77,961	421,121
176	Knoxville, Tenn.	11	13,785	1,020,402	175,137	663,451	49,185	509,510
177	La Crosse, Wis.	11	12,240	923,160	177,168	722,728	43,800	543,614
178	La Fayette, Ind.	11	3,758	1,239,040	342,014	1,177,458	84,156	658,801
179	Lancaster, Pa.	11	3,632	989,287	201,618	602,155	29,945	287,155
180	Lansing, Mich.	8	2,036	586,232	120,567	563,798	27,122	378,684
181	Lawrence, Kans.	8	4,435	992,878	281,992	719,772	126,205	766,185
182	Lawrence, Mass.	18	1,978	1,705,670	227,817	1,334,866	113,126	1,241,010
183	Leadville, Colo.	4	429	509,977	31,878	259,698	15,026	180,781
184	Leavenworth, Kans.	8	14,105	3,495,830	764,764	2,381,853	300,526	3,546,258
185	Lebanon, Pa.	5	805	333,165	78,027	118,819	34,560	206,601
186	Lewiston, Me.	8	2,078	524,328	113,196	376,419	10,583	278,320
187	Lexington, Ky.	8	3,443	907,438	228,072	578,140	56,469	517,028
188	Lima, Ohio.	5	1,044	438,368	103,345	244,400	10,205	143,512
189	Lincoln, Nebr.	13	2,926	1,964,604	391,553	1,545,743	242,433	1,567,182
190	Little Falls, N. Y.	5	1,335	842,281	69,442	219,133	18,391	163,964
191	Little Rock, Ark.	9	7,360	1,177,338	235,734	839,019	141,521	977,874
192	Lockport, N. Y.	7	2,860	685,905	137,000	478,809	53,524	610,281
193	Logansport, Ind.	7	1,704	467,774	124,858	351,685	18,789	286,172
194	Long Island City, N. Y.	12	1,326	472,022	98,271	277,919	21,037	189,022
195	Los Angeles, Cal.	34	21,522	8,085,903	324,274	2,141,652	424,495	2,883,072
196	Louisville, Ky.	55	59,329	7,432,395	1,780,713	3,058,832	640,560	3,747,652
197	Lowell, Mass.	25	4,988	1,901,051	392,759	1,508,861	127,417	1,136,507
198	Lynchburgh, Va.	9	3,217	494,267	93,048	248,381	14,839	292,698
199	Lynn, Mass.	21	2,742	1,889,401	407,887	1,178,791	127,914	913,182
200	McKeesport, Pa.	5	1,338	396,152	59,784	226,251	14,359	141,099
201	Macon, Ga.	10	11,634	1,286,246	389,460	637,299	61,870	872,677
202	Madison, Wis.	7	3,521	756,059	134,319	536,835	88,750	423,421
203	Malden, Mass.	8	1,605	989,213	139,373	534,653	15,497	227,570
204	Manchester, N. H.	16	5,116	1,193,794	214,541	820,699	29,408	442,531
205	Maunster, Mich.	5	899	301,943	53,724	245,769	9,572	125,173
206	Mankato, Minn.	4	597	408,409	94,466	367,474	23,651	156,501
207	Mansfield, Ohio.	7	2,528	887,124	228,647	507,047	46,345	753,752
208	Marietta, Ohio.	3	502	126,865	25,055	102,758	3,221	78,303
209	Marlborough, Mass.	5	767	467,378	100,174	466,857	44,758	303,569
210	Marquette, Mich.	4	2,236	404,297	50,648	263,677	24,757	244,693
211	Marshalltown, Iowa.	5	1,421	506,792	96,257	327,930	19,252	144,923
212	Massillon, Ohio.	4	357	209,578	43,258	223,207	8,445	57,064
213	Meadville, Pa.	5	1,056	441,673	88,269	304,774	40,933	296,444
214	Memphis, Tenn.	24	45,120	8,163,053	505,097	1,214,208	161,615	1,713,787
215	Meriden, Conn.	8	1,528	573,134	87,806	430,116	13,167	104,388
216	Meridian, Miss.	4	1,385	169,767	13,025	162,874	3,274	84,352
217	Middletown, Conn.	5	724	236,140	41,218	163,958	10,438	112,029
218	Middletown, N. Y.	6	1,283	601,177	115,571	510,665	36,956	406,902
219	Middletown, Ohio.	2	330	228,105	34,031	80,822	8,493	118,328
220	Milwaukee, Wis.	74	49,941	12,222,448	2,305,524	5,304,434	1,497,724	6,849,916
221	Minneapolis, Minn.	66	74,867	9,959,914	1,361,092	5,161,310	1,650,664	4,802,801

\* Established October 1, 1888.

† Established September 1, 1888.

amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.	
11,996	14,257	14,268	882,866	147,061	4,256.31	709.38	4.8	\$3,895.95
125,155	117,953	26,470	2,717,833	247,076	7,808.42	715.51	2.8	6,150.35
31,104	60,915	52,786	2,303,207	230,321	7,981.64	706.16	3.4	4,901.68
5,911	38,129	22,643	881,417	163,569	4,697.07	782.84	4.7	1,110.61
2,750	13,387	9,143	804,941	134,157	4,138.03	689.67	5.1	459.90
37,211	245,839	58,687	3,150,403	815,043	8,678.09	867.81	2.7	2,840.23
4,934	33,747	9,986	827,029	165,406	3,773.40	754.68	4.5	879.38
2,413	25,856	183,066	787,336	393,668	1,502.42	751.21	1.9	471.94
1,399	14,183	25,578	480,621	180,207	2,243.04	747.68	4.6	1,125.36
26,244	74,352	51,698	1,823,543	306,924	3,980.68	663.35	2.1	2,685.40
5,611	7,872	2,398	888,053	97,013	1,764.81	441.20	4.5	996.18
380,221	786,131	284,770	17,502,806	880,406	42,698.51	928.23	2.6	38,187.01
2,421	19,542	6,487	994,910	218,727	3,004.60	761.15	3.0	718.64
13,342	34,392	77,427	1,463,690	162,854	4,829.60	536.62	3.2	1,951.49
105,561	245,642	170,530	5,516,914	501,447	8,182.12	743.93	1.4	6,148.24
6,048	36,984	17,444	862,975	165,744	3,132.52	783.13	4.7	249.70
46,197	116,562	68,303	2,834,198	212,200	8,031.07	730.10	3.3	2,712.19
25,509	82,043	31,311	1,683,670	336,734	4,060.54	812.11	3.0	1,168.27
15,679	66,656	26,232	1,741,559	217,695	5,919.92	739.94	3.3	1,904.56
6,396	32,509	16,216	1,040,917	173,486	4,369.96	728.88	4.1	956.50
443,380	555,967	1,085,159	12,064,684	208,012	50,814.02	876.10	4.2	23,399.60
20,419	58,164	47,997	1,587,359	176,873	7,058.76	784.08	4.4	1,641.24
27,618	49,335	66,044	1,970,168	197,017	8,283.49	828.35	4.4	8,012.35
20,072	88,849	62,181	2,529,345	281,034	7,444.12	827.57	2.9	2,233.60
38,712	218,539	328,792	3,707,739	837,622	7,804.45	709.50	2.1	4,020.88
1,146,413	2,104,680	1,783,909	48,196,492	719,351	56,139.42	837.90	1.1	57,731.36
4,169	13,752	11,765	567,619	141,905	2,818.32	704.58	4.0	926.78
44,867	126,775	37,707	2,615,284	290,588	6,950.46	772.27	2.2	2,956.83
18,353	70,878	39,954	2,569,695	233,609	8,670.96	788.27	3.3	3,300.66
23,392	126,178	369,620	2,941,906	267,440	9,412.79	855.71	3.1	2,865.14
56,812	233,640	186,207	3,984,886	362,262	8,994.93	817.72	2.2	8,032.48
26,048	78,940	24,335	2,243,110	203,928	9,469.73	842.70	4.1	2,929.08
19,055	89,404	189,844	1,986,727	248,341	6,867.84	858.48	3.4	1,665.78
70,792	177,762	42,098	3,201,119	400,265	5,435.40	679.42	1.6	3,478.13
96,116	149,609	113,688	4,985,880	276,903	13,590.22	755.01	2.7	6,034.70
13,845	16,949	20,119	1,048,702	262,175	8,497.84	874.46	3.3	809.07
510,455	779,315	662,817	12,455,953	1,556,994	7,401.53	925.19	0.5	14,232.44
10,599	49,786	15,994	948,376	189,675	3,892.15	718.43	3.7	2,549.86
11,398	73,936	47,251	1,434,909	179,364	6,281.32	785.04	4.3	1,142.38
36,479	133,512	44,603	2,491,184	311,398	6,542.09	817.76	2.6	6,034.90
9,876	24,913	7,858	983,021	196,604	4,508.08	901.62	4.7	1,771.60
144,225	265,958	115,537	6,240,161	480,612	10,993.17	845.86	1.7	7,685.57
8,750	35,461	9,651	866,390	173,678	4,065.45	819.09	4.7	1,537.91
102,722	158,201	73,193	8,712,962	412,551	7,866.63	874.29	2.1	5,359.96
26,226	103,854	395,755	2,494,214	356,316	5,577.71	796.82	2.2	2,676.98
7,489	76,977	24,776	1,363,234	194,746	5,499.75	785.68	4.0	1,155.15
13,315	46,645	49,645	1,119,202	93,267	5,703.28	475.27	5.0	786.07
229,239	266,125	283,952	9,663,234	254,801	27,121.71	797.70	2.7	21,486.25
472,614	892,485	440,511	18,525,111	337,002	52,235.09	931.55	2.8	46,224.01
92,681	139,424	90,459	5,396,147	215,846	20,047.96	801.92	3.7	2,966.08
9,867	53,580	15,966	1,225,873	136,207	7,232.57	803.62	5.8	2,601.39
93,133	180,315	98,303	4,933,608	234,939	17,466.72	832.70	3.5	8,568.91
6,330	22,894	7,481	875,008	175,158	3,338.62	667.72	3.8	1,571.60
54,896	169,384	54,964	3,441,423	844,142	8,711.12	871.11	2.5	2,778.04
26,462	122,894	54,031	2,145,812	306,545	5,843.65	834.81	2.7	2,350.09
16,832	52,740	27,186	2,004,669	250,584	6,448.10	806.01	3.2	1,772.28
29,506	60,535	35,279	2,831,409	189,463	12,622.05	788.88	4.7	8,704.29
4,920	14,413	5,082	861,515	172,303	3,528.19	705.64	4.0	670.88
13,178	29,568	5,561	1,099,405	274,851	2,972.61	743.15	2.6	2,104.80
30,253	153,974	68,125	2,677,793	382,542	5,805.88	829.41	2.5	1,589.69
2,649	19,104	4,322	362,779	120,926	1,990.07	666.36	5.5	513.66
34,491	47,426	49,306	1,534,760	810,052	3,037.78	807.56	2.5	906.57
8,874	25,974	17,193	1,042,349	260,587	2,983.28	745.82	2.8	971.32
7,779	27,400	11,900	1,143,154	228,631	4,031.25	806.25	3.5	1,364.70
1,927	10,141	5,533	554,840	138,710	2,986.55	746.64	5.3	667.15
19,491	80,231	17,823	1,290,694	258,139	4,034.35	806.87	3.1	1,682.33
187,201	265,823	129,373	7,385,777	307,741	18,687.38	778.64	2.5	9,905.05
8,841	15,594	11,837	1,246,041	155,755	7,147.22	893.40	5.7	4,171.12
4,744	7,818	3,948	381,187	95,297	3,304.71	848.68	8.8	860.17
6,331	19,812	9,407	600,057	120,011	4,025.91	805.18	6.7	2,316.26
22,809	83,305	46,873	1,824,631	304,105	4,511.27	751.88	2.4	1,871.76
1,860	23,833	2,301	493,103	246,561	1,748.90	874.45	8.5	435.12
1,117,908	1,486,425	579,977	31,414,207	424,517	67,614.37	913.71	2.1	54,038.68
972,364	827,575	1,403,860	26,175,047	396,592	60,382.49	914.68	2.3	54,943.83

TABLE A.—Statement showing the number of carriers in service June 30, 1899, the

Post-office and State.	Carriers.	Delivered.			Collected.		
		Registered letters.	Letters.	Postal cards.	Newspapers.	Local letters.	Mail letters.
222 Mobile, Ala.	11	6,635	798,475	125,613	774,630	51,287	553,174
223 Moline, Ill.	5	707	275,537	51,135	249,455	13,655	172,066
224 Monmouth, Ill.	3	193	197,241	40,609	192,134	5,078	64,449
225 Montgomery, Ala.	6	808	543,030	128,360	416,330	133,469	1,002,533
226 Montpelier, Vt.	3	772	205,602	38,600	118,640	6,074	144,322
227 Morristown, N. J.*	5	681	408,281	56,232	165,127	36,453	131,518
228 Muncie, Ind.	4	281	118,705	27,941	84,019	3,051	64,776
229 Muscatine, Iowa	4	482	182,609	39,601	215,825	5,432	146,812
230 Muskegon, Mich.	8	1,894	565,627	110,831	454,499	41,946	303,682
231 Nashua, N. H.	7	1,419	558,068	115,708	390,894	24,329	258,255
232 Nashville, Tenn.	25	38,706	3,469,358	675,916	1,687,758	247,161	2,166,425
233 Natchez, Miss.	4	1,278	128,345	16,706	73,799	2,638	77,168
234 Nebraska City, Nebr.	4	95	110,920	17,082	106,271	5,984	87,036
235 New Albany, Ind.	8	1,707	358,521	10,898	270,251	13,428	464,357
236 Newark, N. J.	67	29,455	6,304,873	1,833,261	2,577,141	1,020,751	2,937,537
237 Newark, Ohio	6	2,653	535,429	132,792	280,421	11,355	199,470
238 New Bedford, Mass.	16	3,128	1,868,733	350,153	1,242,042	118,699	1,209,724
239 New Britain, Conn.	6	920	325,294	54,828	139,706	10,771	99,738
240 New Brunswick, N. J.	6	1,222	625,213	83,563	252,430	30,048	180,357
241 Newburgh, N. Y.	12	2,559	844,234	148,391	606,069	68,252	637,772
242 Newburyport, Mass.	6	569	279,222	52,546	217,984	10,681	128,067
243 New Castle, Pa.	5	1,474	440,467	103,501	272,857	18,677	153,495
244 New Haven, Conn.	38	12,721	3,661,622	760,360	2,848,815	463,892	1,554,677
245 New London, Conn.	5	333	154,515	17,041	71,371	4,788	56,287
246 New Orleans, La.	81	53,063	9,902,541	3,346,276	5,806,120	2,710,555	6,331,717
247 Newport, Ky.	7	1,321	473,730	88,648	347,732	47,007	273,993
248 Newport, R. I.	12	2,610	2,079,940	368,221	795,555	99,739	474,546
249 Newton, Kans.	4	912	422,600	34,599	352,544	13,878	176,451
250 Newton, Mass.	5	390	268,308	43,802	175,063	27,585	79,400
251 New York, N. Y.	1,090	920,203	137,298,058	32,841,732	36,854,629	55,042,313	80,628,555
252 Norfolk, Va.	18	8,036	1,422,440	388,450	717,574	171,322	1,133,634
253 Norristown, Pa.	6	928	343,911	73,759	280,904	19,436	188,629
254 North Adams, Mass.	6	833	325,374	65,783	222,508	13,894	111,968
255 Northampton, Mass.	6	331	238,330	39,154	151,540	5,300	95,377
256 Norwalk, Conn.*	3	146	75,297	11,169	44,341	1,340	17,010
257 Norwalk, Ohio	4	682	239,142	57,554	228,416	6,656	95,516
258 Norwich, Conn.	9	1,424	638,795	71,986	545,623	62,389	325,212
259 Oakland, Cal.	27	5,124	2,446,560	387,786	1,517,025	455,413	1,846,972
260 Ogdensburg, N. Y.	6	2,024	408,883	99,175	306,971	37,013	418,419
261 Olean, N. Y.	5	565	175,019	29,423	151,189	3,828	68,703
262 Omaha, Neb.*	40	18,558	13,234,194	2,506,012	11,970,402	2,639,474	7,592,748
263 Oneida, N. Y.*	4	622	244,384	35,122	120,810	10,260	93,683
264 Oneonta, N. Y.	4	806	228,498	40,364	181,664	2,576	53,107
265 Orange, N. J.	6	838	597,047	71,101	218,589	37,084	225,345
266 Oshkosh, Wis.	9	2,935	891,516	164,851	640,104	20,176	339,493
267 Oskaloosa, Iowa.	4	919	287,528	62,944	263,065	12,530	163,003
268 Oswego, N. Y.	10	2,766	963,631	189,634	526,062	54,895	430,577
269 Ottawa, Ill.	5	1,356	442,593	97,200	345,424	19,151	200,640
270 Ottawa, Kans.	4	749	511,835	42,703	394,845	7,346	115,734
271 Ottumwa, Iowa.	7	1,853	796,542	216,833	656,225	79,601	581,133
272 Owego, N. Y.	4	909	298,377	49,220	161,851	18,013	211,432
273 Paducah, Ky.	5	3,460	358,674	73,713	176,084	8,857	236,034
274 Paris, Tex.*	4	388	89,288	11,008	48,378	1,860	49,281
275 Parkersburg, W. Va.	4	912	211,259	33,556	119,733	8,885	117,444
276 Passaic, N. J.	4	740	179,554	28,853	61,626	6,521	38,128
277 Paterson, N. J.	21	5,932	2,033,456	296,456	1,092,016	199,874	626,285
278 Pawtucket, R. I.	8	1,350	1,152,912	247,611	734,404	79,223	359,641
279 Pekin, Ill.	3	478	232,723	53,097	153,514	16,547	258,114
280 Pensacola, Fla.	5	739	133,827	17,409	85,383	7,571	101,060
281 Peoria, Ill.	15	7,785	2,027,939	502,646	1,093,299	290,365	1,464,798
282 Petersburg, Va.	9	6,765	751,003	81,344	567,211	41,269	585,667
283 Philadelphia, Pa.	701	229,625	110,389,150	42,106,410	39,728,520	50,360,470	58,425,990
284 Pine Bluff, Ark.*	4	617	105,351	17,652	51,762	2,785	51,310
285 Piqua, Ohio	4	1,006	248,668	39,503	148,818	4,459	96,941
286 Pittsburgh, Pa.	94	39,930	12,390,663	2,337,197	4,215,824	2,780,504	5,652,993
287 Pittsfield, Mass.	6	1,239	452,472	103,330	275,742	26,444	159,100
288 Pittsford, Pa.*	5	640	181,683	31,602	136,287	8,091	74,962
289 Plainfield, N. J.*	7	609	547,971	98,984	197,742	41,605	117,106
290 Plattsburgh, N. Y.	3	282	40,694	7,080	34,670	3,805	46,328
291 Port Huron, Mich.	6	4,478	543,954	200,325	430,183	35,089	476,225
292 Port Jervis, N. Y.*	4	282	116,029	20,192	95,203	4,105	67,589
293 Portland, Me.	22	30,580	3,449,349	778,936	1,332,974	192,006	1,767,212
294 Portland, Oregon	16	10,669	1,083,617	131,144	924,348	178,393	1,831,334
295 Portsmouth, N. H.	5	749	316,993	46,713	221,626	10,624	202,871

\* Established October 1, 1888.

† Established January 1, 1889.

amount of mail delivered and collected, the number of pieces handled, etc.—Continued

Collected.			Pieces handled		Cost of service.			Postage on local matter.
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.	
30,651	97,467	79,835	2,536,767	230,615	8,980.44	816.40	3.5	\$2,754.62
11,528	15,971	22,077	811,531	162,306	4,061.88	812.58	5.0	523.00
1,906	10,555	3,397	515,562	171,854	1,497.18	499.06	2.9	390.75
123,470	296,881	44,859	2,682,740	447,123	5,160.93	860.15	1.9	5,764.59
2,791	18,202	34,514	566,926	188,975	2,654.05	884.68	4.6	533.55
10,768	17,087	8,324	833,571	166,714	2,363.14	472.63	2.8	2,668.47
1,662	9,757	2,360	302,572	75,643	1,232.64	368.16	4.0	266.14
5,149	36,777	12,779	643,969	160,991	3,472.83	868.21	5.3	856.61
12,608	43,819	17,901	1,532,697	191,587	6,614.85	820.86	4.3	2,636.53
15,959	54,218	70,570	1,489,420	212,774	5,716.61	810.66	3.8	1,606.38
157,950	359,014	309,633	9,111,921	364,477	19,822.77	792.91	2.1	12,089.99
858	7,340	4,373	312,495	78,124	2,764.76	691.19	8.8	275.31
2,473	25,509	83,304	439,874	109,968	924.07	231.02	2.1	142.92
13,074	115,295	30,184	1,407,663	175,958	6,435.39	804.42	4.5	780.04
742,153	670,230	444,882	16,565,803	247,251	56,528.57	843.71	3.4	71,267.99
7,811	45,729	9,522	1,223,184	203,865	4,203.66	700.61	3.4	919.90
102,250	131,785	88,688	5,115,182	319,699	12,718.22	794.89	2.4	4,530.27
4,058	17,830	6,340	839,105	139,851	5,315.40	885.90	6.3	2,562.27
16,745	87,777	9,086	1,222,042	203,674	4,271.46	711.91	3.4	3,308.47
31,352	92,363	139,907	2,571,499	214,292	9,752.81	812.73	3.7	3,548.43
7,274	21,224	13,897	732,064	122,011	4,913.87	818.98	3.7	1,715.06
9,967	37,321	15,166	1,052,905	210,581	4,061.96	812.39	8.8	1,401.46
263,452	275,348	219,928	10,060,783	264,757	28,715.54	755.67	2.8	36,476.49
1,684	6,910	2,448	314,377	62,875	1,576.12	315.22	5.0	1,425.57
1,903,148	2,074,307	1,216,073	33,427,800	412,689	73,168.31	903.31	2.1	89,970.20
45,619	83,017	61,083	1,411,752	201,679	5,527.85	789.09	3.9	1,933.27
27,896	28,596	42,343	8,860,436	321,703	10,371.27	864.27	2.6	5,063.52
10,323	17,031	8,338	1,033,678	258,419	8,228.63	807.16	3.1	1,569.70
9,157	14,442	8,748	626,955	125,391	2,224.22	444.84	3.5	1,487.01
17,372,030	20,222,007	17,522,047	399,601,575	366,607	920,160.09	841.10	2.3	272,583.56
109,186	347,036	99,656	4,397,834	244,296	13,992.61	777.37	8.1	8,095.39
7,974	40,594	17,617	973,776	162,296	4,718.23	786.37	4.8	1,551.47
4,840	12,347	10,167	768,654	128,109	4,357.32	726.22	5.5	1,796.05
8,743	18,599	7,831	555,205	92,534	4,102.82	683.60	7.3	1,025.20
3,453	2,169	1,225	154,050	51,350	1,041.85	347.28	6.7	404.17
5,564	18,987	28,104	675,681	168,920	2,584.76	646.19	3.8	442.73
17,795	44,091	82,239	1,789,554	198,839	7,496.24	832.92	4.1	3,635.81
519,196	293,630	346,068	7,617,967	282,147	22,228.12	833.26	2.9	15,631.89
15,363	86,128	96,883	1,523,878	253,979	4,660.74	811.12	3.1	1,067.67
4,152	11,798	5,848	450,455	90,091	2,334.89	466.68	5.1	891.17
1,877,896	2,288,767	894,514	43,022,555	1,075,564	31,930.07	798.25	0.7	97,545.00
4,584	17,383	10,936	537,834	134,458	1,952.98	488.24	3.6	365.55
1,208	9,168	8,561	520,947	130,237	2,640.85	660.09	5.0	534.33
17,121	30,196	11,590	1,268,911	201,485	4,643.55	763.92	3.7	2,779.99
11,886	32,220	83,705	2,156,385	239,598	7,365.50	818.39	3.4	2,199.74
12,528	30,123	13,165	845,605	211,451	2,881.75	720.44	3.4	991.27
87,363	69,189	87,143	2,381,140	238,114	7,911.01	781.10	3.2	2,421.04
8,907	22,927	22,905	1,166,903	233,381	4,050.83	811.87	3.4	1,885.07
6,167	16,944	5,871	1,102,214	275,558	2,914.18	728.64	2.6	943.14
51,817	168,364	39,708	2,591,076	370,154	5,349.55	764.22	2.0	2,491.57
11,290	48,646	24,678	825,248	206,312	8,086.88	771.72	8.7	771.16
7,915	44,497	17,767	927,037	185,407	4,066.22	853.24	4.6	335.60
2,162	5,783	1,836	209,984	62,496	1,683.85	420.96	8.0	433.39
2,369	23,156	5,650	522,263	130,816	8,196.83	799.21	6.1	1,631.49
2,922	5,086	1,793	325,169	81,292	1,147.28	286.82	3.5	686.53
145,496	133,517	103,164	5,538,295	263,728	15,839.53	754.26	2.8	7,153.29
42,340	79,172	86,401	2,733,055	341,632	6,437.16	804.64	2.3	3,813.18
9,790	43,049	67,626	1,815,138	277,713	2,186.00	728.67	2.6	978.08
4,035	9,472	42,354	402,250	80,450	3,994.97	798.99	9.4	973.32
231,697	515,763	361,769	6,496,056	433,070	12,472.06	851.47	1.9	9,276.22
41,917	101,426	34,538	2,211,140	246,793	7,270.26	807.81	8.2	1,499.04
24,952,290	21,700,540	18,738,540	366,630,895	523,011	595,761.66	849.90	1.3	426,182.90
1,920	5,244	2,382	239,023	59,756	1,419.87	354.97	5.9	317.30
3,183	98,312	52,604	693,444	173,381	2,683.42	670.87	3.8	535.75
1,184,836	1,693,830	790,907	31,066,584	330,708	83,346.45	886.60	2.6	102,065.42
9,437	28,468	15,681	1,071,953	178,659	5,044.25	841.01	4.7	3,006.78
1,663	10,172	4,874	449,474	89,895	2,357.04	471.41	5.2	953.73
26,781	17,390	7,251	1,056,490	150,928	3,867.19	781.03	3.1	2,523.62
9,911	5,095	8,106	151,546	50,515	4,086.65	207.88	5.8	338.09
10,011	99,152	103,457	1,907,774	317,962	4,266.15	711.02	2.2	1,654.26
2,159	11,204	7,173	295,196	73,799	2,733.88	318.47	4.3	884.57
121,497	309,509	218,042	8,200,166	873,735	16,072.65	753.30	2.0	11,046.48
89,168	193,447	102,923	5,145,241	321,578	18,198.64	824.91	2.5	8,235.82
6,933	22,874	14,811	844,244	168,849	3,953.25	790.65	4.6	1,032.64

† Established February 1, 1889.

§ Established November 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1889, the

	Post-office and State.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal cards.	News-papers.	Local letters.	Mail letters.
296	Portsmouth, Ohio.....	5	1,110	252,193	49,210	291,075	8,571	184,899
297	Portsmouth, Va.....	5	1,500	252,080	51,266	135,299	12,798	240,115
298	Pottsville, Pa.....	8	1,745	581,148	118,985	537,474	27,372	443,698
299	Poughkeepsie, N. Y.....	10	2,798	927,624	174,125	452,443	62,087	418,236
300	Providence, R. I.....	47	12,423	5,066,890	998,430	2,909,676	965,722	2,878,472
801	Pueblo, Colo.....	9	2,401	678,271	85,135	538,716	61,827	554,047
802	Quincy, Ill.....	15	9,087	1,588,042	459,940	1,156,831	42,008	742,384
803	Racine, Wis.....	10	3,113	855,819	227,778	562,082	26,472	496,638
804	Raleigh, N. C.....	5	1,709	213,782	41,708	168,940	6,378	93,561
805	Reading, Pa.....	21	5,650	2,252,578	581,498	1,091,950	134,925	794,173
806	Red Wing, Minn.*	3	846	110,149	28,896	93,669	1,704	465,628
807	Richmond, Ind.....	9	4,228	1,178,806	253,256	846,182	56,324	477,903
808	Richmond, Va.....	34	83,169	3,381,266	820,028	1,653,008	528,133	2,863,264
809	Roanoke, Va.....	4	994	103,280	12,978	89,439	8,617	64,526
810	Rochester, N. Y.....	64	48,501	8,385,665	2,285,153	5,950,192	1,418,697	4,501,924
811	Rockford, Ill.....	12	10,577	1,272,832	270,551	1,026,808	37,482	898,708
812	Rock Island, Ill.*	6	1,331	430,063	83,494	337,578	22,178	235,299
813	Rockland, Me.....	5	1,109	48,326	5,795	34,219	4,235	57,610
814	Rome, Ga.....	4	657	258,337	47,796	153,467	24,554	418,196
815	Rome, N. Y.....	7	1,340	533,081	102,181	319,625	26,288	256,032
816	Rutland, Vt.....	6	2,633	763,866	97,821	420,604	68,797	695,236
817	Sacramento, Cal.....	15	1,596	1,826,727	145,406	536,694	43,796	624,590
818	Saginaw, Mich.....	7	1,469	621,557	119,294	716,097	54,009	867,599
819	St. Albans, Vt.*	4	432	138,434	26,001	77,989	2,865	60,346
820	St. Joseph, Mo.....	17	10,672	2,726,884	530,361	1,656,165	272,276	1,464,289
821	St. Louis, Mo.....	214	202,405	52,803,976	15,840,064	19,473,105	15,087,633	26,592,831
822	St. Paul, Minn.....	70	40,606	14,156,408	3,709,589	7,216,149	2,884,995	7,104,351
823	Salem, Mass.....	13	1,971	760,438	199,083	569,685	45,637	332,961
824	Salem, Ohio.....	3	917	221,277	54,892	199,470	7,102	72,285
825	Salem, Oregon.....	3	1,321	134,108	17,418	106,624	4,497	96,938
826	Salina, Kans.....	4	5	161,467	30,583	143,939	2,263	44,931
827	Salt Lake City, Utah.....	8	5,317	1,018,000	120,405	889,437	93,494	615,062
828	San Antonio, Tex.....	11	6,900	837,351	50,617	591,854	38,922	518,006
829	San Diego, Cal.....	9	1,573	543,452	47,642	252,578	25,190	376,509
830	Sandusky, Ohio.....	8	1,226	469,475	122,280	342,909	6,839	216,511
831	San Francisco, Cal.....	160	126,116	25,795,195	6,721,126	11,083,278	7,416,233	16,238,699
832	San José, Cal.....	11	2,756	1,019,438	112,566	943,743	56,045	637,237
833	Saratoga Sprgs, N. Y.....	7	3,824	1,094,471	134,716	500,430	44,542	750,512
834	Savannah, Ga.....	17	9,991	2,080,128	453,804	656,262	222,242	1,515,830
835	Schenectady, N. Y.....	7	1,079	562,909	94,679	500,428	14,178	153,087
836	Sheraton, Pa.....	24	6,691	2,127,085	296,581	1,064,375	226,782	944,186
837	Seattle, Wash.....	10	10,327	963,503	58,557	576,542	80,807	837,388
838	Sedalia, Mo.....	9	3,732	1,000,395	243,726	830,152	57,919	566,001
839	Selma, Ala.....	3	904	187,919	33,928	145,762	3,968	96,917
840	Seneca Falls, N. Y.....	4	204	121,921	19,581	118,229	1,496	24,118
841	Sheboygan, Wis.....	4	964	250,650	49,633	247,079	4,906	77,390
842	Sherman, Tex.....	4	1,163	226,896	40,707	126,415	5,686	141,298
843	Shreveport, La.....	4	4,035	159,947	20,904	83,802	5,027	122,173
844	Sioux City, Iowa.....	11	2,657	875,192	111,040	683,986	64,644	844,206
845	Sioux Falls, Dak.....	4	1,436	369,983	74,216	226,834	16,428	180,368
846	South Bend, Ind.....	10	6,686	1,253,455	159,197	995,889	58,378	1,187,502
847	Spokane Falls, Wash.....	5	1,638	211,061	16,055	119,775	15,046	140,063
848	Springfield, Ill.....	12	5,101	1,621,005	376,875	1,150,162	156,138	1,129,231
849	Springfield, Mass.....	21	5,559	2,181,497	418,257	1,127,158	210,822	1,163,336
850	Springfield, Mo.....	7	1,127	379,357	62,651	249,768	16,889	309,846
851	Springfield, Ohio.....	16	20,388	1,802,251	378,516	805,026	52,564	696,171
852	Stamford, Conn.....	5	757	327,306	47,683	184,321	16,168	102,097
853	Staunton, Va.....	4	1,159	171,828	32,816	110,681	15,209	193,506
854	Sterling, Ill.....	4	530	317,752	71,744	220,187	8,240	163,680
855	Steubenville, Ohio.....	7	1,895	439,036	99,999	282,708	18,804	191,212
856	Stillwater, Minn.....	6	1,556	813,708	206,041	365,207	125,269	473,004
857	Stockton, Cal.....	7	1,416	358,124	36,715	263,890	24,382	307,915
858	Streator, Ill.....	6	1,151	401,491	76,138	247,478	15,003	159,862
859	Syracuse, N. Y.....	40	16,872	5,558,067	1,042,911	2,812,250	508,977	2,266,807
860	Tacoma, Wash.....	8	4,137	728,189	102,583	624,928	127,457	672,000
861	Taunton, Mass.....	9	1,461	985,973	163,907	722,901	147,679	565,697
862	Terre Haute, Ind.....	12	8,803	1,790,830	575,601	1,608,561	127,315	1,474,006
863	Tiffin, Ohio.....	5	963	296,427	81,432	253,671	8,898	156,751
864	Titusville, Pa.....	5	815	286,587	53,808	176,828	10,013	122,876
865	Toledo, Ohio.....	33	18,437	3,964,221	780,976	1,712,633	257,724	1,776,590
866	Topeka, Kans.....	15	14,274	3,488,070	732,596	1,751,145	406,694	1,546,931
867	Trenton, N. J.....	20	8,848	1,363,813	287,564	846,524	118,583	716,474
868	Troy, N. Y.....	26	10,452	3,960,877	944,153	1,583,838	1,219,435	2,626,281
869	Utica, N. Y.....	23	12,844	2,782,952	500,479	1,828,357	268,726	1,436,457

\* Established January 1, 1889.

† Established October 1, 1888.



amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.	
8,875	44,490	15,746	854,169	170,834	3,754.31	750.86	4.3	\$894.16
11,038	45,540	11,517	761,153	152,231	3,692.82	738.56	4.3	570.37
88,567	42,567	179,808	1,962,347	249,043	5,694.65	711.83	4.3	1,466.65
85,853	70,006	43,619	2,186,791	218,679	7,246.01	724.60	4.3	4,874.22
978,712	423,829	277,587	13,907,241	295,899	46,421.56	987.69	4.3	53,161.03
42,863	52,362	54,078	2,069,700	229,967	7,157.39	795.26	4.4	4,153.79
52,469	162,452	52,366	4,263,598	284,238	12,606.62	840.44	4.4	3,558.53
13,979	129,271	85,286	2,323,438	232,344	8,878.12	837.81	4.4	2,009.82
4,857	20,853	8,306	559,562	111,918	4,059.36	811.87	4.4	1,286.78
86,830	218,259	99,316	5,264,174	250,676	16,202.05	771.53	4.4	7,931.61
923	8,088	1,585	277,468	62,466	992.40	880.80	4.4	182.26
24,239	97,991	100,524	3,038,453	337,606	7,978.32	866.48	4.4	2,208.00
422,896	508,178	179,389	9,839,317	289,392	27,874.14	805.18	4.4	15,550.58
2,166	7,185	1,875	236,007	59,002	1,284.15	821.04	4.4	1,028.30
188,468	564,869	710,518	24,003,962	375,062	54,080.93	845.01	4.4	61,772.13
15,988	202,081	471,814	4,186,836	343,903	10,237.90	853.16	4.4	4,349.47
8,942	48,449	27,037	1,194,879	199,068	5,027.56	837.92	4.4	1,501.09
1,096	7,499	8,780	162,648	32,530	1,480.56	296.11	4.4	549.69
14,351	101,678	19,855	1,048,586	262,146	2,957.30	739.32	4.4	2,018.42
14,965	47,392	24,537	1,324,891	189,270	5,436.21	776.60	4.4	1,834.24
52,189	90,219	150,367	2,341,722	390,287	6,121.35	853.56	4.4	1,959.09
89,464	58,604	46,080	3,822,567	188,171	11,776.49	785.10	4.4	8,416.30
12,426	44,181	85,447	1,972,249	281,750	5,449.25	778.46	4.4	1,909.50
1,050	8,261	5,464	320,842	80,210	1,411.79	352.95	4.4	358.61
144,847	455,911	292,100	7,483,505	440,206	14,198.42	835.20	4.4	13,868.65
7,740,822	7,431,358	11,524,514	156,646,770	731,994	208,178.82	972.80	4.4	609,522.16
1,173,439	1,515,077	1,163,582	38,464,626	549,495	60,845.46	869.22	4.4	72,490.35
85,850	67,460	86,132	2,049,011	157,616	10,440.82	803.14	4.4	4,663.44
2,736	18,423	5,725	582,827	194,276	1,935.37	645.12	4.4	758.15
2,608	8,832	19,820	895,154	131,718	2,242.68	747.56	4.4	490.73
1,832	7,002	4,142	396,784	99,196	2,728.72	682.18	4.4	898.10
59,984	120,493	81,017	3,003,878	875,485	6,377.68	794.71	4.4	4,491.56
83,296	46,761	43,922	2,167,629	197,057	9,716.97	853.36	4.4	4,085.12
9,641	18,669	87,271	1,312,425	145,825	5,485.93	609.55	4.4	4,435.11
8,707	57,329	16,480	1,243,756	156,469	5,326.42	665.80	4.4	2,212.75
2,650,996	2,625,113	2,678,600	76,344,255	477,152	140,477.06	877.98	4.4	195,881.61
39,129	60,624	68,185	2,939,741	267,249	9,126.89	829.72	4.4	5,880.71
81,117	100,241	69,224	2,728,577	898,797	6,286.43	896.20	4.4	2,290.40
161,542	297,528	124,439	5,521,781	824,811	13,689.49	805.26	4.4	8,968.82
7,422	23,852	14,607	1,372,324	196,046	5,638.17	776.88	4.4	1,518.76
84,820	132,502	83,469	4,961,791	206,741	19,068.47	794.60	4.4	21,398.94
55,478	58,181	82,638	2,738,321	273,852	5,488.12	548.81	4.4	5,560.77
41,680	155,449	63,104	2,982,058	331,339	7,414.29	823.81	4.4	2,375.62
1,970	15,865	4,965	490,292	163,431	2,523.18	841.06	4.4	1,908.58
958	8,566	2,404	287,450	71,862	2,038.59	509.65	4.4	377.13
1,708	12,389	4,750	649,484	162,358	3,194.47	798.62	4.4	662.95
4,189	25,381	13,867	584,977	146,244	3,513.89	878.47	4.4	577.05
6,477	11,188	6,585	420,088	105,022	3,287.77	821.94	4.4	898.62
43,817	129,637	67,718	2,772,397	252,036	8,750.14	795.46	4.4	7,676.41
10,585	38,992	12,566	932,926	283,231	3,338.09	834.52	4.4	848.72
21,606	112,441	55,686	3,801,187	880,119	7,917.00	791.70	4.4	4,430.26
10,017	10,195	9,807	533,656	105,731	1,567.73	818.55	4.4	794.32
86,406	234,030	344,144	5,105,137	425,428	9,927.14	827.28	4.4	4,341.91
84,726	215,793	147,532	5,499,710	261,891	15,531.75	739.61	4.4	12,300.78
7,842	43,628	10,554	1,081,162	154,452	5,192.79	741.88	4.4	1,955.04
35,079	187,474	137,641	4,113,107	287,069	12,190.95	761.93	4.4	4,405.36
4,187	14,890	7,920	705,329	141,066	3,968.72	793.74	4.4	2,799.88
8,729	51,847	21,740	607,467	151,867	3,499.38	874.83	4.4	1,081.89
3,932	30,676	12,346	830,067	207,514	3,048.98	762.24	4.4	688.96
14,325	52,709	29,698	1,129,867	161,411	5,497.78	785.39	4.4	1,653.25
84,856	120,621	170,972	2,370,734	395,122	5,439.79	906.63	4.4	4,745.64
13,274	21,888	42,766	1,069,890	152,841	5,316.99	759.57	4.4	1,492.29
9,985	26,707	16,987	954,477	159,080	4,324.62	720.77	4.4	1,559.26
284,653	449,087	212,673	12,653,297	816,332	28,479.76	711.99	4.4	22,122.56
71,173	77,532	79,638	2,485,592	310,699	4,660.23	582.53	4.4	4,748.58
81,869	102,821	64,033	2,836,510	315,168	3,036.66	892.96	4.4	7,268.34
104,019	588,292	704,358	6,981,785	581,815	10,426.67	668.89	4.4	3,932.42
5,536	34,974	9,045	852,466	170,495	3,629.73	725.95	4.4	681.52
2,679	21,038	9,045	683,683	136,737	3,323.64	664.73	4.4	1,071.97
136,563	439,759	174,768	9,260,464	280,621	27,308.76	827.54	4.4	15,411.24
290,514	354,130	130,188	8,713,542	580,903	12,626.13	841.75	4.4	12,131.06
76,385	143,504	58,016	3,613,781	180,689	16,153.58	807.68	4.4	16,705.05
890,822	687,107	483,404	12,106,819	366,873	29,401.64	816.71	4.4	33,021.92
106,568	264,351	175,816	6,877,544	299,024	18,521.81	805.30	4.4	10,344.83

TABLE A.—Statement showing the number of carriers in service June 30, 1889, the

	Post-office and State.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers.	Local letters.	Mail letters.
370	Vicksburgh, Miss.....	6	5,019	266,914	38,937	114,269	9,572	188,694
371	Vincennes, Ind.....	5	1,164	678,114	176,829	306,882	30,641	653,102
372	Waco, Tex.*.....	6	657	257,199	30,773	106,826	10,069	135,642
373	Walla Walla, Wash.†.....	3	261	49,117	3,061	40,482	2,014	43,150
374	Waltham, Mass.....	7	1,101	958,674	129,630	358,981	58,301	383,133
375	Warren, Ohio†.....	3	310	105,494	25,164	61,587	3,957	57,415
376	Warren, Pa.....	3	803	251,434	51,872	200,004	9,517	91,432
377	Washington, D.C.....	113	51,837	11,772,171	2,281,294	6,839,012	1,953,996	8,210,044
378	Waterbury, Conn.....	8	1,483	615,956	93,906	421,188	33,543	245,218
379	Waterloo, Iowa.....	4	1,228	266,602	64,089	254,168	11,218	207,796
380	Watertown, N.Y.....	8	3,186	814,310	127,966	513,484	33,874	411,636
381	Wellington, Kans.....	3	777	221,822	59,204	164,175	6,595	164,102
382	West Chester, Pa.....	3	650	208,964	42,800	123,783	11,836	167,130
383	Westerly, R.I.....	5	405	136,459	21,526	138,950	6,670	62,801
384	West Troy, N.Y.*.....	4	342	167,125	24,353	89,159	3,213	68,554
385	Wheeling, W.Va.....	15	10,966	1,387,582	319,414	765,706	117,030	1,256,603
386	Wichita, Kans.....	14	4,627	1,160,613	161,501	587,902	61,119	735,563
387	Wilkes Barre, Pa.....	15	3,519	1,666,083	413,588	1,200,490	269,021	1,018,785
388	Williamsport, Pa.....	12	5,416	1,217,383	242,667	599,351	94,569	686,807
389	Wilmington, Del.....	19	6,171	2,005,956	421,960	928,079	150,151	835,790
390	Wilmington, N.C.....	6	3,320	711,942	138,729	725,273	25,342	586,865
391	Winfield, Kans.....	5	906	386,402	73,467	320,502	21,703	222,590
392	Winona, Minn.....	8	1,828	482,009	96,994	478,912	14,245	228,197
393	Woburn, Mass*.....	5	78	148,145	30,495	95,732	6,824	51,776
394	Woonsocket, R.I.....	7	875	346,966	63,177	301,903	19,151	156,534
395	Wooster, Ohio.....	4	1,831	347,028	79,345	276,321	11,718	212,138
396	Worcester, Mass.....	27	5,715	2,397,713	551,179	1,747,172	352,726	987,754
397	Xenia, Ohio.....	4	500	228,999	51,950	144,099	6,542	64,964
398	Yonkers, N.Y.....	11	2,206	1,476,174	193,071	562,439	221,155	592,778
399	York, Pa.....	8	2,641	500,879	132,595	417,704	10,768	246,300
400	Youngstown, Ohio.....	9	3,008	856,214	185,662	534,228	55,591	379,263
401	Zanesville, Ohio.....	10	3,997	1,029,324	246,733	643,260	58,227	618,508
Total.....		8,257	4,523,564	1,053,920,529	253,223,124	491,595,219	255,002,199	629,662,855
Amount paid post-office inspectors.....								
Total.....								

\* Established October 1, 1888.

† Established January 1, 1889.

‡ Established February 1, 1889.

amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.	
Local postal cards.	Mail postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
5,926	23,483	22,848	673,653	112,275	4,329.61	721.60	6.4	\$806.26	370
24,545	162,641	59,114	2,063,032	418,606	3,775.18	755.04	1.8	1,096.39	371
2,960	15,526	4,738	564,390	94,065	3,028.91	504.48	5.3	1,798.86	372
597	1,707	1,818	141,707	47,236	1,040.83	346.94	7.3	286.86	373
31,654	67,423	34,119	1,999,016	285,574	5,510.05	787.15	2.7	3,078.16	374
2,138	14,630	7,800	298,435	99,478	930.64	310.21	3.1	197.39	375
3,559	16,502	32,055	657,178	219,059	2,438.13	812.71	3.7	1,036.57	376
1,033,315	1,186,877	1,223,362	34,501,848	805,826	101,794.19	900.83	2.9	71,206.52	377
13,141	26,912	12,574	1,464,221	183,028	6,727.55	840.94	4.6	5,484.77	378
8,066	42,628	20,677	876,472	219,118	3,227.98	806.99	3.6	835.58	379
26,387	85,120	100,411	2,115,374	264,422	6,168.08	771.01	2.9	2,208.12	380
9,452	37,555	6,582	670,264	223,421	2,582.61	860.87	3.8	460.96	381
6,915	34,350	14,290	610,518	208,506	2,569.69	866.56	4.2	1,191.10	382
2,960	7,485	8,693	398,139	77,230	4,035.81	807.16	10.4	802.51	383
1,848	10,054	22,470	887,118	96,779	1,995.69	498.92	5.1	189.83	384
64,213	240,600	178,821	4,340,635	289,376	11,673.89	778.25	2.6	4,441.16	385
25,292	103,161	59,994	2,899,772	207,128	11,809.21	843.51	4.0	3,664.44	386
112,592	214,636	116,465	5,015,179	834,345	12,270.76	818.05	2.4	13,359.92	387
28,185	125,847	65,564	3,065,789	255,482	8,686.81	723.90	2.8	4,407.67	388
83,543	167,522	51,869	4,650,541	244,765	15,660.75	824.25	3.3	8,481.04	389
20,676	115,184	12,448	2,339,279	389,890	5,425.71	904.28	2.3	2,697.91	390
13,771	90,821	14,184	1,144,346	228,869	4,056.07	811.21	3.5	859.85	391
8,855	86,870	33,402	1,878,810	172,351	6,597.58	824.70	4.8	2,178.23	392
5,504	10,355	4,674	353,583	70,717	2,281.29	456.26	6.4	394.18	393
7,960	22,455	10,893	929,914	132,845	5,868.49	836.91	6.3	1,672.09	394
10,703	44,184	40,483	1,023,770	255,942	3,045.85	761.46	2.9	672.95	395
116,035	193,606	86,032	6,387,932	228,442	21,833.25	808.64	3.4	13,964.00	396
2,416	15,571	3,908	518,944	129,736	3,104.68	776.17	5.9	1,005.83	397
99,493	109,143	74,885	3,861,844	805,577	9,110.65	828.24	2.7	9,429.87	398
9,682	51,876	25,449	1,476,394	184,549	5,458.73	682.34	3.7	2,029.84	399
23,984	74,883	31,367	2,142,700	238,078	7,477.52	830.84	3.4	3,017.02	400
28,736	176,794	44,971	2,850,550	285,055	7,945.34	794.53	2.4	2,398.39	401
116,678,102	143,593,939	137,611,509	3,085,805,540	378,720	6,980,547.08	839.35	2.2	9,536,921.82	
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TABLE B.—Statement showing the number of *Presidential* post-offices in each State and Territory June 30, 1888, and June 30, 1889, with increase and decrease; also the number of post-offices of each class, together with the number of money-order post-offices and stations and postal-note post-offices June 30, 1889.

States and Territories.	Presidential post-offices June 30, 1888.	Presidential post-offices June 30, 1889.	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, 1889.	Money-order post-office stations June 30, 1889.	Postal-note post-offices June 30, 1889.
Alabama .....	20	26	6		2	4	20	1,692	110		5
Alaska .....								15			
Arizona .....	4	5	1				5	155	28		
Arkansas .....	20	24	4			4	20	1,369	121		21
California .....	69	83	14		5	14	64	1,200	231	8	16
Colorado .....	34	39	5		1	6	32	570	119		12
Connecticut .....	57	62	5		3	15	44	422	91		
Dakota .....	50	51	1			9	42	1,029	153		5
Delaware .....	8	8			1		7	141	18		
District of Columbia .....	1	1			1			12	1	10	
Florida .....	17	19	2		1	5	13	762	95		9
Georgia .....	29	32	3		2	0	24	1,713	143		10
Idaho .....	7	6		1			6	221	32		1
Illinois .....	187	191	4		4	34	153	2,161	647	9	38
Indiana .....	92	98	6		3	18	77	1,895	353		19
Indian Territory .....		1	1				1	244	9		3
Iowa .....	128	136	8		6	17	113	1,600	579	2	22
Kansas .....	125	137	12		2	20	115	1,678	508	1	28
Kentucky .....	41	43	2		1	9	33	1,998	129		11
Louisiana .....	12	14	2		1	1	12	774	80		53
Maine .....	40	44	4		3	7	34	1,022	133		2
Maryland .....	20	22	2		1	4	17	989	69	12	1
Massachusetts .....	133	142	9		6	33	103	697	210	17	1
Michigan .....	123	137	14		3	27	107	1,662	401	1	17
Minnesota .....	55	59	4		3	7	49	1,161	216	7	12
Mississippi .....	25	27	2			4	23	1,157	120		7
Missouri .....	79	85	6		3	9	73	2,170	384	7	60
Montana .....	12	18	6			2	16	285	41		3
Nebraska .....	79	80	1		2	7	71	990	263		15
Nevada .....	7	8	1			1	7	130	23		1
New Hampshire .....	35	36	1			6	30	490	93		1
New Jersey .....	66	74	8		4	17	53	733	104	8	
New Mexico .....	9	9				2	7	219	36		5
New York .....	224	236	12		11	58	167	3,081	549	34	11
North Carolina .....	25	28	3			7	21	2,324	138		14
Ohio .....	138	154	10		7	43	104	2,862	531	8	26
Oregon .....	16	15		1	1	1	13	578	80		8
Pennsylvania .....	183	192	9		7	40	145	4,148	405	13	17
Rhode Island .....	11	12	1		1	4	7	117	23		
South Carolina .....	20	21	1		1	2	18	1,016	75		2
Tennessee .....	28	32	4		4	1	27	2,086	132		12
Texas .....	78	78			2	12	64	2,028	231		47
Utah .....	5	5			1	1	3	239	34		7
Vermont .....	26	28	2			8	20	495	106		
Virginia .....	35	42	7		2	7	33	2,501	135	1	4
Washington .....	14	13		1		4	9	463	51		14
West Virginia .....	15	17	2			2	14	1,433	73		5
Wisconsin .....	81	87	6		1	17	69	1,470	303	6	17
Wyoming .....	5	7	2			2	5	178	17		
Total .....	2,488	2,684	196	3	97	497	2,090	56,315	8,583	144	557

**TABLE C.**—*Total operations of the Appointment Division of the office of the First Assistant Postmaster-General for the year ended June 30, 1889; also statement of the number of post-offices in each State and Territory, June 30, 1888, and June 30, 1889, with increase or decrease.*

States and Territories.	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resignations.	Removals.	Deaths.	Total number of cases.	Whole number of post-offices June 30, 1888.	Whole number of post-offices June 30, 1889.	Increase.	Decrease.
Alabama	126	50	37	20	153	109	19	494	1,642	1,718	76	...
Alaska	...	...	...	...	2	...	...	2	15	15	...	...
Arizona	18	14	4	2	22	2	3	63	156	160	4	...
Arkansas	89	52	52	34	196	77	13	479	1,356	1,393	37	...
California	114	35	28	9	199	67	14	457	1,204	1,283	79	...
Colorado	75	23	20	12	141	42	2	303	557	609	52	...
Connecticut	9	4	4	3	45	79	3	144	479	484	5	...
Dakota	53	38	31	19	168	51	4	345	1,065	1,080	15	...
Delaware	6	...	...	...	22	14	1	40	143	149	6	...
District of Columbia	2	...	...	...	3	...	...	5	11	13	2	...
Florida	70	22	9	...	126	51	10	288	733	781	48	...
Georgia	127	58	32	14	186	83	13	499	1,676	1,745	69	...
Idaho	26	12	7	4	38	17	5	105	213	237	14	...
Illinois	87	35	16	7	430	598	22	1,188	2,300	2,352	52	...
Indiana	39	25	13	3	470	488	14	1,049	1,970	1,993	14	...
Indian Ter.	41	15	15	7	50	5	2	128	219	245	26	...
Iowa	59	21	12	5	347	309	10	758	1,698	1,730	38	...
Kansas	67	73	86	55	473	236	10	945	1,821	1,815	...	6
Kentucky	108	44	50	23	307	248	23	780	1,977	2,041	64	...
Louisiana	58	11	22	8	65	33	5	194	741	788	47	...
Maine	30	11	7	2	91	195	11	345	1,047	1,066	19	...
Maryland	45	19	8	1	121	127	13	333	985	1,011	26	...
Massachusetts	16	6	6	2	69	69	8	174	829	839	10	...
Michigan	81	10	29	15	279	311	15	725	1,728	1,799	71	...
Minnesota	58	25	30	22	100	89	8	370	1,187	1,220	33	...
Mississippi	69	25	7	2	136	65	17	319	1,140	1,184	44	...
Missouri	84	40	22	12	360	309	18	833	2,211	2,255	44	...
Montana	21	14	9	3	35	11	1	91	296	303	7	...
Nebraska	42	38	46	34	214	99	8	447	1,066	1,070	4	...
Nevada	12	10	2	1	17	5	2	48	136	138	2	...
New Hampshire	12	1	3	...	70	81	10	177	515	526	11	...
New Jersey	21	8	5	2	86	196	6	322	794	807	13	...
New Mexico	17	16	9	4	56	9	1	108	227	228	1	...
New York	62	19	13	1	343	1,007	32	1,476	3,274	3,317	43	...
North Carolina	134	50	66	44	162	252	15	679	2,268	2,352	84	...
Ohio	69	21	14	2	480	562	30	1,176	2,908	2,956	48	...
Oregon	47	18	15	10	109	38	2	229	564	593	29	...
Pennsylvania	156	35	30	7	593	762	48	1,624	4,219	4,340	121	...
Rhode Island	1	2	1	...	14	16	1	35	130	129	...	1
South Carolina	70	19	25	15	67	41	7	229	986	1,037	51	...
Tennessee	103	29	61	37	256	263	20	732	2,044	2,118	74	...
Texas	131	70	54	23	283	72	15	625	2,045	2,166	61	...
Utah	16	2	5	3	22	6	...	51	230	244	14	...
Vermont	11	9	2	1	78	40	10	150	521	523	2	...
Virginia	112	50	47	28	151	168	13	541	2,481	2,543	62	...
Washington	32	9	12	9	63	26	2	144	453	476	23	...
West Virginia	67	29	32	19	169	202	16	515	1,412	1,450	38	...
Wisconsin	52	17	15	8	197	161	8	450	1,522	1,557	35	...
Wyoming	25	13	8	5	41	9	...	96	173	185	12	...
Total	2,770	1,147	1,021	537	8,165	7,700	510	21,313	57,376	58,999	1,623	7

**NOTE.**—The above table refers to post-offices of the fourth-class only. The statement of changes for the fiscal year ended June 30, 1889, for Presidential offices, will be found in Table C, following.

TABLE D.—Statement showing the number of appointments made upon resignations, commissions expired, removals, deaths, etc., at Presidential post-offices, during the fiscal year ended June 30, 1889.

States and Territories.	Resig- nations.	Com- mis- sions expired.	Re- movals.	Deaths.	Offices becom- ing Presi- dential.	Total.
Alabama	3	3	1	2	8	16
Alaska						
Arizona		1			1	2
Arkansas	2	2	1	2	8	15
California	12	3	3		15	33
Colorado	4	4	1		5	14
Connecticut	3	5	5		6	19
Dakota	4	4			7	15
Delaware		1				1
District of Columbia						
Florida	3		3	1	2	9
Georgia	2	4	1		2	9
Idaho	3		2			5
Illinois	18	10	18	9	8	63
Indiana	10	8	12		7	37
Indian Territory						
Iowa	23	9	7	3	13	55
Kansas	15	4	3	2	16	40
Kentucky	4	1	2		2	9
Louisiana		1	1		2	4
Maine	1	2	3		6	12
Maryland		4	1	2	4	11
Massachusetts	5	16	5	3	17	46
Michigan	4	3	9	3	19	38
Minnesota	1	3	1	1	6	12
Mississippi		3	2	1	3	9
Missouri	9	1	6	2	6	24
Montana	5		1		9	15
Nebraska	13	2	1		3	19
Nevada					1	1
New Hampshire		1		1	3	5
New Jersey	2	3	9		15	29
New Mexico						
New York	16	27	14	4	22	83
North Carolina	2	3	6	1	5	17
Ohio	8	15	3		23	49
Oregon	1	1	2			4
Pennsylvania	8	21	12	2	20	63
Rhode Island		1		1	1	3
South Carolina						1
Tennessee					6	13
Texas	4	1	2		6	13
Utah	2	6	2	2	6	23
Vermont						2
Virginia	1				1	2
Washington		7	5		9	21
West Virginia	2	1	4			7
Wisconsin	1	1	2		2	6
Wyoming	1	7	3	1	9	21
Total	198	190	153	43	301	885

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REPORT  
OF THE  
SECOND ASSISTANT POSTMASTER-GENERAL  
FOR  
1889.

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# REPORT

## OF THE

### SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, November 14, 1889.*

SIR: I have the honor to submit the following report of the business of the office of Second Assistant Postmaster-General for the year ended June 30, 1889.

The annual rate of expenditure for inland mail transportation on June 30, 1889, was:

For 15,077 star routes, aggregating 233,331.81 miles in length .....	\$5,228,387.07½
For 6,344 mail messenger routes, aggregating 5,023.27 miles in length.....	949,188.85
For 128 steam-boat routes, aggregating 10,597.87 miles in length.....	446,032.48
For 2,113 railroad routes, aggregating 150,381.53 miles in length.....	19,441,095.78
For 156 railway post-office car routes, aggregating 26,659.85 miles in length.....	2,198,517.55
For 5,448 railway post-office clerks .....	5,268,600.00
For mail equipments .....	196,630.83½
For necessary and special facilities on trunk lines .....	295,655.38
<b>Total .....</b>	<b>34,024,107.94½</b>

Comparison with the report for June 30, 1888, shows:

For the star service, an increase of 931 routes, an increase of 7,724.28 miles in length of routes, and an increase of \$269,195.07 in annual rate of expenditure. The number of miles traveled per annum was 89,777,600.70, at a cost of 5.82 cents per mile; the average number of trips per week was 3.69; an increase of 6,093,601.71 in the number of miles traveled per annum, a decrease of 0.10 cent in the rate of cost per mile, and an increase of 0.13 in the average number of trips per week.

In the regulation wagon service (included in the star service) there were 30 routes, aggregating 400.70 miles in length; the annual rate of expenditure was \$403,729.74; the number of miles traveled per annum, 1,516,344.65; the rate of cost per mile, 26.62 cents; the average number of trips per week, 36.38; an increase of 3.23 miles in length of routes, a decrease of \$1,067 in the annual rate of expenditure; an increase of 2,208.36 in the number of miles traveled per annum; a decrease of 0.11 cent in the rate of cost per mile, and a decrease of 0.24 in the average number of trips per week.

For the mail-messenger service, an increase of 438 routes, an increase of 378.22 miles in the length of routes, and an increase of \$65,470.18 in the annual rate of expenditure.

The number of miles traveled per annum was 10,781,753.91, at a cost of 8.80 cents per mile; the average number of trips per week was 20.63; an increase of 186,398.69 in the number miles traveled per annum; an increase of 0.46 cent in the rate of cost per mile, and a decrease of 1.30 in the average number of trips per week.

In the special office service there were 1,999 routes, aggregating 16,824.66 miles in length, a decrease of 696 in the number of routes, and a decrease of 2,127.90 miles in the length of routes.

The number of miles traveled per annum (estimated on a basis of 1.70 average trips per week) was 2,979,766.36, a decrease (from the estimate for 1888) of 1,290,115.88 in the number of miles traveled per annum.

For the steam-boat service, an increase of one route, a decrease of 460.62 miles in length of routes, and an increase of \$7,090.21 in the annual rate of expenditure.

The number of miles traveled per annum was 3,170,274.26, at a cost of 14.06 cents per mile; the average number of trips per week was 2.87; a decrease of 45,761.72 in the number of miles traveled per annum, an increase of 0.42 cent in the rate of cost per mile, and an increase of 0.08 in the average number of trips per week.

For the railroad service, an increase of 118 routes, an increase of 6,668.21 miles in the length of routes, an increase of \$1,912,495.98 in the annual rate of expenditure for transportation.

The number of miles traveled per annum was 204,192,489.08, at a cost of 9.52 cents per mile for transportation; the average number of trips per week was 13.05; an increase of 18,706,705.75 in the number of miles traveled per annum, an increase of 0.07 cent in the rate of cost per mile for transportation, and an increase of 0.64 in the average number of trips per week.

For the railway post-office car service, an increase of 24 routes, an increase of 2,866.76 miles in length of routes, and an increase of \$202,158.20 in the annual rate of expenditure.

For the railroad service (including the railway post-office car service) the annual rate of expenditure was \$21,639,613.33; the rate of cost per mile traveled was 10.59 cents; an increase of \$2,114,654.18 in the annual rate of expenditure, and an increase of 0.07 cent in the rate of cost per mile.

For railway post-office clerks, an increase of 354 in the number of clerks and an increase of \$184,083 in the annual rate of expenditure.

For mail equipments, a decrease of \$72,899.90 $\frac{1}{8}$  in the annual rate of expenditure.

For necessary and special facilities on trunk lines, a decrease of \$332.15 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 6,693, an increase of 2,239 over the number for the preceding year.

#### RECAPITULATION.

Summary of all classes of mail service in operation June 30, 1889: Number of routes, 25,661; length of routes, 416,159.14 miles; annual rate of expenditure, \$34,024,107.94 $\frac{7}{8}$ ; number of miles traveled per annum, 310,901,884.31; rate of cost per mile traveled, 10.94 cents; rate of cost per mile of length, \$81.75; average number of trips per week, 7.18; an increase of 792, or 3.18 per cent., in the number of routes; an increase of 12,182.19 miles, or 3.01 per cent., in the length of routes; an increase

of \$2,567,260.58 $\frac{1}{2}$ , or 8.16 per cent., in the annual rate of expenditure; an increase of 23,650,828.55 miles, or 8.23 per cent., in the number of miles traveled per annum; a decrease of 0.01 cent or 0.09 per cent., in the rate of cost per mile traveled; an increase of 3.89, or 4.99 per cent., in the rate of cost per mile of length, and an increase of 0.35, or 5.12 per cent., in the average number of trips per week.

TABLE I.—Comparison of star and steam-boat service.

Comparison of the star and steam-boat service for the year ended June 30, 1889, with the annual average of said service for the nine years next preceding, develops the following results:

	Star service.			Steam-boat service.		
	Miles traveled per annum.	Annual rate of expenditure.	Cost per mile.	Miles traveled per annum.	Annual rate of expenditure.	Cost per mile.
Average for years 1880 to 1888, inclusive....	<i>Miles.</i> 80,651,035.25	<i>Dollars.</i> 5,009,759.16	<i>Cents.</i> 6.95	<i>Miles.</i> 3,847,583.36	<i>Dollars.</i> 588,005.94	<i>Cents.</i> 15.30
For year ended June 30, 1889.....	89,777,600.70	5,228,387.07 $\frac{1}{2}$	5.82	3,170,274.26	446,032.48	14.06
Increase (per cent.)....	11.31					
Decrease (per cent.)....		6.79	16.25	17.60	24.26	8.10

TABLE II.—Statement showing the percentage of increase or decrease in the estimate of cost of inland mail service for each year from 1881 to 1891, inclusive, as compared with the amount appropriated for said service for the year next preceding in each case.

Year.	Appropriation.	Estimate.		Percentage of increase or decrease.	
	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		\$2.20
1884.....	24,387,120.00	1885.....	27,441,505.00	12.52	
1885.....	26,401,000.00	1886.....	30,294,269.50	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.....	31,816,682.74	5.58	
1889.....	31,653,777.74	1890.....	34,878,942.02	10.18	
1890.....	34,612,213.28	1891.....	38,584,413.90 $\frac{1}{2}$	11.47	

## STAR SERVICE.

The annual rate of expenditure for this class of service on June 30, 1889, was \$5,228,387.07 $\frac{1}{2}$ ; the number of routes was 15,077, the aggregate length of routes 233,331.81 miles, and the annual travel 89,777,600.70 miles.

The rate of cost per mile traveled was 5.82 cents.

The average number of trips per week was 3.69.

The appropriation for the last fiscal year was \$5,400,000.

The sum expended was \$5,177,195.43, leaving an unexpended balance of \$222,804.57.

The annual rate of expenditure on July 1, 1889, under contracts made during the last fiscal year for the performance of star service from July 1, 1889, to June 30, 1893, in the first contract section, embracing the

States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, was \$1,373,259.06½, a decrease from the annual rate of expenditure for service in the same States on June 30, 1889, of \$15,166.04½, representing a saving of \$60,664.19 for the ensuing contract term of four years from July 1, 1889.

The total number of star routes in operation on July 1, 1889, was 15,936, an increase of 859 over the number in operation on June 30, 1889.

The total annual rate of expenditure for star service was:

July 1, 1889.....	\$5,307,441.14½
August 31, 1889.....	5,333,604.53½
September 30, 1889.....	5,343,296.93½

The appropriation for the current fiscal year is \$5,650,000; the sum estimated as necessary for the current fiscal year is \$5,450,000.

The amount estimated as necessary for the fiscal year ending June 30, 1891, is \$5,902,216.55½; being \$252,216.55½, or 4.46 per cent., more than the appropriation for the current fiscal year.

There is, in the whole system of advertising and awarding star service, room for decided improvement. The subject is too large and many sided to be discussed generally in a report of this character, and I shall therefore confine myself at this time to a few general recommendations, hoping at an early date to be able to place in your hands a report more in detail.

Under the present system competition for postal service has become very close. Bids in large numbers on every route named in the advertisement issued each year by the Department are submitted by professional bidders—so called to distinguish them from the local bidders—who bid for but do not carry the mails, and who expect their profit in subletting, at rates yet lower, to others who not infrequently are the unsuccessful local bidders for the same routes.

Under such competition awards are frequently made at rates so low as to prevent subletting at a profit, and the bidder then willfully fails to assume service, trusting in an adjustment with the Auditor and the Post-Office Department to diminish or in some way to compromise his financial loss, and thereby measurably avoid the penalties prescribed by the law governing such matters. Since the beginning of the present contract term in the eastern section, July 1, 1889, such bidders have failed in unprecedented numbers, and the seriousness of this matter demands prompt and effectual measures.

While this competition among professional bidders has secured to the Government exceedingly cheap rates, it can not truthfully be said to have tended to the improvement of the service. Contractors who have made low bids, frequently without personal examination or sufficient knowledge of the locality and character of the service, award their service to subcontractors, who should live, according to the regulations, upon or contiguous to the route. The latter class undertake the service at ruinous rates and with inefficient equipment, and the result is, in many cases, correspondingly poor service. This leads frequently to persistent efforts by the subcontractors to better their condition by application for increase in frequency of trips, for extension or change of route, or for change of schedule, which is proposed almost solely for the benefit and relief of the contractor or subcontractor, and not in the interest of the people to be served.

A large proportion of the fines and deductions imposed, based strictly upon the regulations governing the star route service, is met by strong

efforts and urgent appeals for remission, sympathy with the subcontractor furnishing the only basis for the claim in many cases. The hardship of their service is, of course, known to the postmasters at the terminal points, and many instances have come to the knowledge of this office where delinquencies were not reported by postmasters in registers of arrivals and departures because of their perhaps not unnatural desire to add no more to the already heavy burden of the subcontractors.

I respectfully recommend the appointment of a commission, whose duty it shall be to present to you, after a thorough and careful consideration of the whole matter, recommendations for such revision and changes in existing regulations as may be deemed practicable, and also to furnish such other information as will be of service to you in recommending to Congress such additional legislation as may tend to make the carrying of mails under the star route system equitable alike to the Government and the contractor, and relieve it, as far as possible, from the evils and inequalities with which it is burdened.

I also respectfully recommend the repeal of that part of section 3953 of the Revised Statutes requiring certain bids to be accompanied by a certified check or draft.

The repeal of this enactment was recommended by Second Assistant Postmaster-General Elmer in his annual report for 1881, and the recommendation was reviewed and renewed in his annual reports for 1882 and 1883.

Second Assistant Postmaster-General Lyman subsequently made similar recommendations in connection with his proposed bill to regulate the letting of mail contracts.

In addition to the reasons given by Second Assistant Postmaster-General Elmer for the repeal of the enactment in question, it may be stated that the filing of such checks in the Department for the long time necessary, say from November or December until after the 1st of July of the following year, over six months, not only involves hardship and more or less pecuniary loss to the bidders depositing such checks, but burdens the Department with responsibility and extra work, for which there is believed to be no corresponding benefit.

The records of this Department show that no considerable number of such checks has ever been forfeited to the Government. To obtain possession of such a check, after it has been filed, it would only be necessary for the contractor to assume service at the beginning of the contract term, which service could be thrown down directly after receiving from the Department the check, to which he became entitled immediately upon such beginning of service, and its continuance during the briefest period.

The proposals and contracts, if properly framed and executed and carefully revised at the Department, should afford ample protection to the Government. There can be no doubt that many poor men who would otherwise gladly bid for this service are debarred from bidding by reason of their inability to deposit such check, nor is it less doubtful that the requirement of such a deposit tends to further increase the extent of professional bidding to the exclusion of local bidders.

#### REGULATION WAGON SERVICE.

This service is performed in cities in wagons of uniform character, prescribed by the Department. It is included in the estimate for star service, and is paid for out of the appropriation for that service.

The following statement shows in what cities regulation wagon service was in operation on June 30, 1889, with the annual rate of expenditure in each city:

*Annual rate of expenditure for the regulation wagon, mail-messenger, mail-station, and transfer service in operation June 30, 1889.*

Name of city.	Amount.	Name of city.	Amount.
Baltimore, Md .....	\$8,875.20	New Orleans, La .....	\$4,098.00
Boston, Mass .....	34,960.00	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 .....	27,200.00
Burlington, Iowa .....	1,298.00	Pittsburgh, Pa .....	6,880.00
Charleston, S. C .....	2,400.00	Providence, R. I .....	2,890.00
Chattanooga, Tenn .....	1,393.00	Richmond, Va .....	2,690.00
Chicago, Ill .....	34,000.00	St. Louis, Mo .....	14,945.00
Cincinnati, Ohio .....	14,749.00	St. Paul, Minn .....	2,950.00
Cleveland, Ohio .....	5,290.00	San Francisco, Cal .....	8,060.00
Detroit, Mich .....	5,380.00	Savannah, Ga .....	2,487.00
Kansas City, Mo .....	4,985.00	Toledo, Ohio .....	4,880.00
Knoxville, Tenn .....	800.00	Washington, D. C .....	9,876.54
Louisville, Ky .....	5,793.00	Wilmington, N. C .....	840.00
Memphis, Tenn .....	3,700.00		
Nashville, Tenn .....	2,675.00	Total .....	403,729.74

In addition to the above, regulation-wagon service was established from July 1, 1889, in the cities of Macon, Ga.; Jacksonville, Fla.; Columbus, Ohio; Milwaukee, Wis.; Minneapolis, Minn., and Atlanta, Ga.

The annual rate of expenditure for regulation-wagon service on July 1, 1889, was \$451,048.14, an increase of \$47,318.40 over the annual rate of expenditure on June 30, 1889.

This "regulation-wagon" service, which exists in some of the larger cities, has been brought to a high degree of efficiency, and at the present time is believed to be generally satisfactory. I doubt the wisdom, however, of the tendency to increase this service by extending it to the smaller cities of the country, believing that mail-messenger service in covered wagons can be performed much more cheaply and quite as effectively.

The burden upon the contractor of providing the regulation wagon is very considerable, and the obligation to assume all increase of service during the contract term of four years leads, as a measure of self-protection, to bids that usually represent the maximum value of the service to be rendered.

#### STEAM-BOAT SERVICE.

The annual rate of expenditure for this class of service on June 30, 1889, was \$446,032.48.

The number of routes was 128; the aggregate length of routes, 10,597.87 miles; and the annual travel, 3,170,274.26 miles.

The rate of cost per mile traveled was 14.06 cents.

The average number of trips per week was 2.87.

The appropriation for the last fiscal year was \$450,000; the sum expended was \$427,886.98; leaving an unexpended balance of \$22,113.02.

The annual rate of expenditure on July 1, 1889, under contracts made during the fiscal year for the performance of steam-boat service from July 1, 1889, to June 30, 1893, in the first contract section was \$109,580.95; an increase over the annual rate of expenditure for service in the same States on June 30, 1889, of \$12,778.72.

The total number of steam-boat routes in operation on July 1, 1889, was 128.

The total annual rate of expenditure for steam-boat service was :

July 1, 1889.....	\$457, 870. 11
August 31, 1889.....	461, 168. 73
September 30, 1889.....	461, 168. 73

The appropriation for the current fiscal year is \$450,000.

The sum estimated as necessary for the current fiscal year is \$470,000.

The amount estimated as necessary for the fiscal year ending June 30, 1891, is \$525,000, being \$75,000, or 16.66 per cent., more than the appropriation for the current year.

While new and increased steam-boat service has become necessary during the past fiscal year in certain sections of the country where transportation is, by reason of the topography, limited to water ways, the general tendency is towards a decrease of such service, it having been found that the rapidly increasing railroad facilities, combined with star route service, furnishes a much cheaper and infinitely more satisfactory service. A very urgent appeal for improved mail facilities in Alaska, all of which must be by steam-boat, and most of which will be expensive, has led to an increase in the estimates for this service that would not otherwise have been necessary.

#### MAIL-MESSENGER SERVICE.

The annual rate of expenditure for this class of service on June 30, 1889, was \$949,188.85; the number of routes was 6,344; the aggregate length of routes, 5,023.27 miles; the annual travel, 10,781,753.91 miles; the rate of cost per mile traveled, 8.80 cents, and the average number of trips per week, 20.63.

The appropriation for the last fiscal year was \$950,000; the sum expended was \$926,747.09; leaving a balance unexpended of \$23,252.91.

The number of routes in operation on June 30, 1889, was 6,344; July 1, 1889, 6,325; a decrease of 19.

The annual rate of expenditure was :

July 1, 1889.....	\$942, 677. 50
August 31, 1889.....	944, 954. 36
September 30, 1889.....	952, 763. 64

The appropriation for the current fiscal year is \$1,000,000.

The sum estimated as necessary for the current fiscal year is \$1,000,000.

The amount estimated as necessary for the fiscal year ending June 30, 1891, is \$1,100,000, being \$100,000, or 10 per cent., more than the appropriation for the current year.

As a rule, a remarkable degree of efficiency obtains in this service. One reason for this is the fact that the control over it is absolute, and that there is no contract term. The service may be terminated either by action of the Government or by the messenger, for reasons sufficient to either. If the messenger fails to give satisfaction to the postmaster or the public, he is removed and the service at once re-advertised.

The regulations governing the service are few, and much is left to the discretion of this office. We are thus able to secure carriers who will render prompt and efficient service. With a view to improving the character of the service, recent changes have been made in the instructions to postmasters when advertisements are issued. These instructions as changed, require the postmaster to make a specific report as to the character and responsibility of each bidder, and also which, if any, were honorably discharged soldiers, giving the regiment in which each

served. It not infrequently happens that two or more parties make exactly the same bid, and the service has heretofore been awarded, in such cases, by lot. It is believed that this is an instance in which, as prescribed by the statute, other things being equal, the soldier shall have the preference.

In order that this report may be secured in every instance, a blank form has been prepared for the use of the postmasters, which is sent out with each advertisement. In the large cities, not having regulation wagon service, it has been found that the ordinary mail-messenger service does not give sufficient protection to the mail. In some cases, therefore, the messenger has been required to furnish covered wagons, protected in front, sides, and rear end by wire screens, to be covered by curtains when necessary. This kind of wagon gives ample security to the mail, and full protection from injury thereto, in inclement weather. It is believed that, in a majority of instances, such wagon is equal, if not superior, to the regulation wagon required when the service is let under four years' contract.

The regulation wagon is an expensive one, and requires constant care and frequent painting to make its appearance at all creditable to the service. After the conclusion of the contract term, the regulation wagon can not, without radical and expensive changes, be made of service to the owner. Its subsequent use is properly forbidden by the Government until after removal of all insignia of Government service, which practically requires the remodeling of the entire upper part of the wagon. This fact, together with those referred to in the remarks made under the head of regulation wagon service, leads the bidder, if he is a business man, to make a proposal sufficiently high to cover all the points involved, and it would seem, therefore, that the question of using this screened wagon in cities of medium size, not yet embraced in the regulation wagon service, can be considered with manifest advantage to the Government. I append hereto a statement showing where screened wagon service is in operation, the cost thereof, and the character of the service rendered.

Route.	City.	State.	Cost per annum.	Remarks.
77021	Augusta .....	Ga .....	\$895. 00	Good service.
85067	Evansville .....	Ind .....	1,700. 00	Do.
87074	Decatur .....	Ill .....	480. 00	Do.
89084	Grand Rapids .....	Mich .....	1,200. 00	Do.
92054	Council Bluffs .....	Iowa .....	2,100. 00	Do.
92068	Des Moines .....	Iowa .....	350. 00	Do.
94101	Springfield .....	Mo .....	810. 00	Do.
97068	Sherman .....	Tex .....	500. 00	Fairly good service.
100148	Kansas City .....	Kans .....	600. 00	Good service.
111025	Los Angeles .....	Cal .....	4,779. 00	Do.

#### RAILROAD TRANSPORTATION.

The annual rate of expenditure for this class of service, on all routes on which pay was adjusted on June 30, 1889, was \$19,441,095.78.

The number of routes was 2,113, the aggregate length of routes was 150,381.53 miles, and the annual travel 204,192,489.08 miles.

The rate of cost per mile traveled was 9.52 cents.

The average number of trips per week was 13.05.

The length of routes on which pay was unadjusted on June 30, 1889, was 3,358.97 miles.

The decrease in the number of miles on which pay was unadjusted was 3,364.24.



The appropriation for the last fiscal year was \$18,007,528.40; the amount expended, as shown by the Auditor's accounts, was \$17,843,357.70. It is estimated that the payment for service during the fiscal year ended June 30, 1889, on routes on which the pay was unadjusted on June 30, 1889, will amount to \$100,769.10.

The annual rate of expenditure for railroad transportation on routes on which the pay was adjusted in the first contract section on June 30, 1889, was \$4,079,270.15. The result of the regular quadrennial adjustment of pay, and of fixing pay for new service in said section, by orders to October 9, 1889, was an increase of \$1,006,598.74, or 24.67 per cent., making the annual rate of expenditure in said section on October 9, 1889, \$5,085,868.89.

The total number of railroad routes in operation July 1, 1889, was 2,109, a decrease of 4 from the number in operation on June 30, 1889.

The total annual rate of expenditure for railroad transportation was:

July 1, 1889.....	\$19,416,874.78
August 31, 1889.....	20,308,512.29
September 30, 1889.....	20,608,202.73
October 9, 1889.....	20,607,811.00

The appropriation for the current fiscal year is \$19,105,557.90; the sum estimated as necessary for the current fiscal year is \$20,000,000.

The amount estimated as necessary for the fiscal year ending June 30, 1891, is \$21,906,275.65, being \$2,800,717.75, or 14.65 per cent. more than the appropriation for the current year.

*Increase in length of railroads over which the mails were carried during each of the years from 1882 to 1889, inclusive; also, showing the number of miles of railroad service on which the pay was not adjusted on June 30 of each of said years.*

Year.	Increase in length of routes.	Unadjusted service, June 30.	Year.	Increase in length of routes.	Unadjusted service, June 30.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>
1882.....	8,994	8,449	1886.....	2,901.00	1,593.00
1883.....	9,645	7,234	1887.....	7,015.81	4,195.59
1884.....	6,952	9,026	1888.....	12,764.51	6,723.21
1885.....	3,872	2,945	1889.....	6,668.21	3,358.97

*Statement showing in what States the largest part of the increase in length of routes of railroad service during the year ended June 30, 1889, took place, with an estimate of the increase in the annual rate of expenditure for transportation for said service.*

States.	Increase in num- ber of routes.	Increase in length of routes.	Estimated in- crease in the annual rate of expenditure for transporta- tion for this new service.
		<i>Miles.</i>	<i>Dollars.</i>
Nebraska.....	2	592.87	35,572.20
Alabama.....	4	460.48	27,628.80
Kansas.....	6	415.99	24,959.40
Michigan.....	7	398.11	23,886.60
Kentucky.....	3	391.01	23,460.60
California.....	12	372.99	22,379.40
Georgia.....	1	360.09	21,605.40
Minnesota.....	5	356.75	21,405.00
Illinois.....	5	349.14	20,948.40
Missouri.....	4	286.02	17,161.20
Iowa.....	4	214.26	12,855.60
Tennessee.....	3	209.63	12,577.80
Ohio.....	3	205.51	12,330.60
Total.....	59	4,612.85	276,771.00

## RAILWAY POST-OFFICE CAR SERVICE.

The annual rate of expenditure for this class of service on June 30, 1889, was \$2,198,517.55.

The number of routes on which railway post-office cars were used was 156; the length of routes, 26,659.85 miles.

The appropriation for the last fiscal year was \$2,053,643.60; the sum expended, as shown by the Auditor's accounts, was \$1,991,066.61.

The annual rate of expenditure for post-office cars in the first contract section on June 30, 1889, was \$616,334.20.

The result of the regular quadrennial readjustment of the pay, and of fixing pay on new service in said section, by orders to October 9, 1889, was an increase of \$31,047.20, or 5.03 per cent.; making the annual rate of expenditure in said section on October 9, 1889, \$647,381.40.

The total number of routes of railway post-office car service on July 1, 1889, was 158; an increase of 2 over the number in operation on June 30, 1889.

The total annual rate of expenditure was:

July 1, 1889.....	\$2,222,056.46
August 31, 1889.....	2,249,085.71
September 30, 1889.....	2,254,501.36
October 9, 1889.....	2,267,818.61

The appropriation for the current fiscal year is \$2,260,000.

The sum estimated as necessary for the current fiscal year is \$2,360,000.

The amount estimated as necessary for the fiscal year ending June 30, 1891, is \$2,553,000, being \$293,000, or 12.96 per cent., more than the appropriation for the current year.

*Annual rate of expenditure, with increase or decrease and percentage of increase or decrease from 1880 to 1889, inclusive.*

Year.	Annual rate of expenditure.	Increase or decrease in annual rate of expenditure.		Percentage of increase or decrease.	
		Increase.	Decrease.	Increase.	Decrease.
1880.....	\$1,261,041.00				
1881.....	1,364,107.00	\$103,066.00		8.17	
1882.....	1,455,891.00	91,744.00		6.73	
1883.....	1,599,001.00	143,150.00		9.83	
1884.....	1,738,997.00	139,996.00		8.76	
1885.....	1,869,488.00	130,491.00		7.50	
1886.....	1,816,321.00		\$53,167.00		2.84
1887.....	1,881,580.00	65,259.00		3.59	
1888.....	1,996,359.00	114,779.00		6.10	
1889.....	2,198,517.55	202,158.20		10.12	

*Length of routes, annual rate of expenditure for transportation, and average annual rate of cost per mile of length for transportation for each of the years 1880 to 1889, inclusive.*

Year.	Length of routes.	Annual rate of expenditure for transportation.	Average annual rate of cost per mile of length.	Year.	Length of routes.	Annual rate of expenditure for transportation.	Average annual rate of cost per mile of length.
	Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.
1880.....	85,320	9,237,945	108.27	1885.....	121,032	14,758,495	121.96
1881.....	91,569	10,249,251	111.82	1886.....	123,938	15,520,191	125.22
1882.....	100,563	11,297,333	112.34	1887.....	130,948	16,174,601	123.52
1883.....	110,208	12,288,799	111.60	1888.....	143,713	17,528,600	121.96
1884.....	117,160	13,273,606	113.28	1889.....	150,381	18,441,096	122.27

## RAILROAD SERVICE—INCLUDING RAILWAY POST-OFFICE CARS.

*Length of routes and annual rate of expenditure for transportation and railway post-office cars combined, showing increase and percentage of increase for the years 1880 to 1889, inclusive.*

Year.	Length of routes.	Increase in length of routes.		Annual rate of expenditure.	Increase in annual rate of expenditure.	
	<i>Miles.</i>	<i>Miles.</i>	<i>Per cent.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Per cent.</i>
1880.....	85,320	5,329	6.60	10,498,986.00	931,396.00	9.73
1881.....	91,569	6,249	7.32	11,613,368.00	1,114,882.00	10.01
1882.....	100,563	8,994	9.82	12,753,184.00	1,139,816.00	9.81
1883.....	110,208	9,645	9.59	13,887,800.00	1,134,616.00	8.89
1884.....	117,160	6,952	6.30	15,012,603.00	1,124,803.00	8.09
1885.....	121,032	3,872	3.30	16,627,983.00	1,615,380.00	10.76
1886.....	128,938	2,901	2.39	17,336,512.00	708,529.00	4.20
1887.....	180,949	7,016	5.66	18,056,272.00	719,760.00	4.15
1888.....	143,718	12,784	9.74	19,524,059.00	1,468,687.00	8.13
1889.....	150,381	6,668	4.63	21,639,613.38	2,114,654.18	10.83

## RAILWAY POST-OFFICE CLERKS.

The annual rate of expenditure for this class of service on June 30, 1889, was \$5,268,600.

The number of clerks was 5,448.

The appropriation for the last fiscal year was \$5,296,790.21; the sum expended was \$5,234,067.09, leaving an unexpended balance of \$62,723.12.

The appropriation for the current fiscal year is \$5,600,000.

The sum estimated as necessary for the current fiscal year is \$5,600,000.

The amount estimated as necessary for the fiscal year ending June 30, 1891, is \$5,920,000, being \$320,000 or 5.71 per cent. more than the appropriation for the current year.

## SPECIAL FACILITIES.

The annual rate of expenditure for this class of service on June 30, 1889, was \$295,655.38. This sum was expended as shown in the following statement:

Number of route.	Terminal.	Railroad company.	Miles.	Pay per annum.
5005.....	New York, N. Y., to Springfield, Mass.	New York, New Haven and Hartford.	186.00	\$17,647.06
6011 (part).....	4.85 a. m. train, New York to Albany.	New York Central and Hudson River.	144.00	25,000.00
10006 (part).....	Baltimore to Hagerstown.....	Western Maryland.....	56.66	15,804.50
10001.....	Philadelphia, Pa. to Bay View (n. o.), Md.	Philadelphia, Wilmington and Baltimore.	91.80	20,000.00
10013.....	Bay View (n. o.), Md., to Washington, D. C.	Baltimore and Potomac.....	79.80	21,900.00
11001 (part).....	Washington, D. C., to Quantico (n. o.), Va.			
11001 (part).....	Quantico (n. o.) to Richmond..	Richmond, Fredericksburgh and Potomac.	81.50	17,419.26
11006.....	Richmond to Petersburg.....	Richmond and Petersburg....	23.89	4,268.67
11009.....	Petersburgh to Weldon.....	Petersburgh.....	64.00	11,680.00
13002.....	Weldon to Wilmington.....	Wilmington and Weldon.....	162.07	29,541.27
14002 (part).....	Wilmington to Florence.....	Wilmington, Columbia and Augusta.	110.00	29,075.00
14005 (part).....	Florence to Charleston Junction (n. o.).	Northeastern.....	95.00	17,337.50
14004 (part).....	Charleston Junction (n. o.) to Savannah.	Charleston and Savannah....	108.00	19,710.00
15009.....	Savannah to Jacksonville.....	Savannah, Florida and Western	171.50	31,309.70
16018.....	Jacksonville to Sanford.....	Jacksonville, Tampa and Key West.	128.18	22,867.25
16007.....	Sanford to Tampa.....	South Florida.....	116.39	21,095.17
Total.....				295,655.38

The appropriation for the last fiscal year was \$295,987.53; deducting the amount expended, as shown by the above statement, leaves an unexpended balance of \$332.15.

The appropriation for the current fiscal year is \$295,655.38. The sum estimated as necessary for the current fiscal year is \$295,655.38.

The amount estimated as necessary for the fiscal year ending June 30, 1891, is \$295,421.79, being \$233.59, or 0.07 per cent., less than the appropriation for the current year.

I concur in the recommendation of the General Superintendent of the Railway Mail Service that the appropriation for special facilities, above set forth, be renewed for the year ending June 30, 1891, and also cordially approve the future examination he suggests, "with a view to determining how far it will be proper, from time to time, to recommend modification or withdrawal altogether of the allowance." That the time has now come to withdraw special facilities on trunk lines giving schedule time, and making connections not perhaps fully justified by the weight of mails or amount of passenger traffic, I am not prepared to say, but that the time will soon come when the division of this comparatively small amount of money among a few roads will be no longer necessary can not be a subject of much doubt.

In this connection I beg to call your attention to the report of the General Superintendent of Railway Mail Service, addressed to me, under date of November 1, 1889, and invite a careful consideration of the same. It embodies not only a careful and intelligent résumé of that important branch of the service, but contains suggestions and recommendations of great value and interest. The observations under the head of "Trans-continental" show a marked improvement in a service for which superior excellence had been claimed, and in which it was deemed that improvement would be impossible.

I concur in the recommendation of the General Superintendent asking for an appropriation of \$3,000 for an Assistant General Superintendent of Railway Mail Service, and for a further appropriation of \$2,000 to pay one chief clerk in the office of the General Superintendent of Railway Mail Service. The rapid growth of the railway mail service and the vast labor and responsibility devolving upon the office of General Superintendent fully justifies the additional force and appropriation asked for, and the best interests of the service will, in my opinion, be promoted by granting the same.

I also heartily concur in his recommendation for provision for the families of postal clerks killed while on duty. The plan he suggests in his report seems to relieve it of the elements of danger involved in any precedent that would create a Civil Pension List or make one branch of the Civil Service favored above all others.

#### MAIL EQUIPMENTS.

Appended hereto is a tabular statement (O) of the number, description, and cost of all mail-bags and mail-bag catchers purchased and put into service during the year ended June 30, 1889; 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 force on June 30, 1889.

The total expenditure for mail-bags and mail-bag catchers, with their appurtenances and repairs, during the year ended June 30, 1889, was \$180,901.30.<sub>16</sub>.

The total expenditure for mail locks and keys, including repairs of the same, was \$15,729.53.

Comparison with the last annual report shows, for the fiscal year ended June 30, 1889, a decrease in the expenditure for mail-bags and mail-bag catchers, etc., of \$66,128.89 $\frac{5}{8}$ ; a decrease in the expenditure for mail locks, keys, etc., of \$6,771.01.

The appropriation for the last fiscal year for mail-bags, mail-bag catchers, etc., was \$285,000; the sum expended was \$179,965.25, leaving an unexpended balance of \$105,034.75.

The appropriation for mail locks, keys, etc., was \$25,000; the sum expended was \$14,827.03, leaving an unexpended balance of \$10,172.97.

The appropriation for the current fiscal year for mail-bags, mail-bag catchers, etc., is \$225,000; for mail locks and keys, etc., \$15,000; for repair shop for mail equipments, \$10,000.

The sum estimated as necessary for the current year for mail-bags, mail-bag catchers, etc., is \$225,000; for mail locks, keys, etc., \$15,000, and for repair shop, \$10,000.

The amount estimated as necessary for the fiscal year ending June 30, 1891, for mail-bags, mail-bag catchers, etc., is \$275,000; for mail locks, keys, etc., \$100,000; for repair shop, \$6,500.

In explanation of the increase of \$50,000 in estimate for mail-bags and mail-bag catchers for the year ending June 30, 1891, I would state that the great number of damaged bags found in the larger offices of the country, and in less degree scattered among the smaller offices, have been gathered into the repair shop at Washington and put into serviceable condition. This has largely decreased the expense heretofore found necessary in purchasing new bags, and resulted in an unexpended balance of \$104,000 out of the \$285,000 appropriated for the fiscal year ended June 30, 1889.

In consequence of the inadequate space afforded in the mail-bag store-houses here and in the different post-offices throughout the country, it was deemed best to turn this large proportion of the appropriation back into the Treasury, rather than to purchase and store bags which would be liable to injury from a variety of causes, such as dampness and the depredations of rats and mice, with which many of the larger offices are infested. It is possible that of the \$225,000 appropriated for the current fiscal year a small amount may be saved, but the rapid decrease in the number of worn, unserviceable, and condemned sacks forwarded to the repair shop here leads to the belief that the appropriation will be very little, if any, more than adequate to the demands that will be made upon it. For the year ending June 30, 1891, large purchases of new bags must inevitably be made, for the reason above stated, and in consequence of the rapidly growing demand for all classes of mail-bags.

Notwithstanding this increased demand—incident to the rapid growth of the service—it will be observed that the estimate for the year ending June 30, 1891, is \$10,000 less than the estimate and subsequent appropriation for the year ending June 30, 1889. This reduction is possible only by reason of saving effected at the mail-bag repair shop.

#### MAIL-BAG REPAIR SHOP.

Congress having at its last session appropriated the sum of \$10,000 to enable the Postmaster-General to make a permanent lease of some building in the city of Washington, and to equip the same with tools, implements, machinery, and other materials necessary to repair mail bags

and sacks and mail locks and keys, I have the honor to state that, with your approval, premises 479 and 481 C street northwest have been leased for this purpose, and the Mail-Bag Repair Shop removed from the Rink on E street to the new quarters.

The maximum force employed at any one time in the Repair Shop is one hundred and thirty persons. Emergencies frequently arise when it becomes necessary to put this entire force to work on repairs, in order to avoid new purchases. There has not, however, been constant work, and during a great portion of the time the force employed has been very much less than the maximum above referred to. The new shop has been fitted up with a special regard to the comfort and convenience of the employés, in the matter of light, air, and sanitary surroundings, and it is believed that it to-day presents as many advantages in all essential points as any shop employing a similar number of workmen in the country. It is also believed that the business rules applied in the government of this shop have resulted in obtaining for the Department a full day's work for a day's pay. The number of bags of all classes repaired in the shop during the fiscal year ended June 30, 1889, is as follows:

Jute sacks .....	810, 935	Inner registered sacks .....	977
Leather pouches.....	92, 042	Foreign sacks .....	847
Catcher pouches.....	15, 042		
Horse bags .....	1, 223	Total .....	926, 094
Registered pouches.....	5, 028		

All the small repair shops, located in various offices throughout the country, have been discontinued, with the exception of a small shop at Chicago, which still continues to do lighter kinds of repairing for a section conveniently supplied from that office, and the repairs concentrated at the Washington repair shop. The economy and business policy of concentrating this work in one shop and under one head is obvious, and I believe strictly in accordance with business principles everywhere. It has also the further advantage of placing directly under the control of the Second Assistant's office all classes of equipments for which it is responsible, and with which it supplies the various offices of the country.

#### LOCK REPAIR SHOP.

The Mail-Lock Repair Shop, which, in accordance with the terms of the appropriation for the lease of a suitable building, has its quarters in the same building on C street with the Mail-Bag Repair Shop, has been established and equipped with machinery of the most approved character. The work of repairing locks has already commenced and most excellent results to the Government are anticipated from this new departure.

In explanation of the proportionately large increase asked for mail locks and keys for the year ending June 30, 1891, it is submitted that as the work of establishing and fitting up the Lock Repair Shop is nearly completed, and already, at this early date, in successful operation, the expectation is justified that an enormous saving can be effected by enlarging greatly the scope of its work. Not only should all minor articles of mail equipment be manufactured in this shop, but the three hundred thousand Eagle Locks, formerly in use by the Department, costing 58 cents apiece, or \$174,000, which locks are still on hand, can readily be put into service again by changing the interior so as to use an entirely different key.

## DEFECTIVE MAIL LOCKS.

At a recent session of the Division Superintendents of Railway Mail Service, and the Superintendents of Mails in many of the larger offices of the country, the character of the iron lock now in use was discussed. A resolution declaring said lock defective in construction and unsafe in use was passed with but one dissenting vote. The chief point of objection seemed to be the fact that the locks were frequently found open on the bags, or detached therefrom entirely. There was also a very general complaint in regard to the frequency with which the keys wore out and became useless. Instances were cited in some of the larger offices, notably Philadelphia, where the key was found to wear out in about fourteen days. This convention unanimously declared in favor of the Eagle lock, above referred to.

This change of locks can, it is believed, be effected at an expense very much less than will be incurred by the purchase of new locks at average prices at which contracts have been made by this Department, with the addition of very little machinery to that already in use in the Shop. The machinery now in use in the Shop is sufficient for all purposes of repairs of locks or manufacture of keys in every branch except in the matter of casting.

## PURCHASE OF PATENTS BY THE DEPARTMENT.

A careful examination of this subject convinces me that it is a wise economy to provide a sum sufficient for the payment of royalty, or for the purchase outright of any patents on locks or mail equipments, the excellence of which shall commend them to a committee of experts to be appointed by you, on the recommendation of this office. The actual cost of manufacture of many of these articles of superior merit is almost infinitesimal when the right to manufacture is acquired either by purchase of patent or payment of royalty. The single item of repairs of mail locks in current use during the year ended June 30, 1889, was \$15,000.

## POLICY OF REPAIRING BY THE DEPARTMENT.

The policy of repairing all forms of mail equipments, and by this means keeping all the stock in constant use, is so evidently a wise one that it is a matter of surprise that it was so long delayed. Up to the time these repairs began, orders for new supplies were given with great regularity, and pouches, bags, locks, keys, cord-fasteners, label cases, key-chains, and other articles of mail equipment seemed to go out of use on a sort of schedule time, leaving their places to be filled by the purchase of new material. As a consequence the entire appropriation, no matter how large it might be, was never more than adequate to the demands made upon it, and unexpended balances, beyond a mere trifle each year, were the exception rather than the rule.

## POLICY OF MANUFACTURING BY THE DEPARTMENT.

The sound business policy of manufacturing in this shop many of the articles heretofore bought under contract, the price of which in some cases is exclusive of royalty, can be best illustrated by reference to the following articles:

Flat keys, for which the Department has paid 25 cents each, and which can be manufactured in this Shop to-day at a cost not exceeding from 2 to 2½ cents.

Iron mail-locks, for the repair of which the Department has been paying 33 cents, and which can unquestionably be repaired in the Shop at an expense certainly not to exceed 10 cents.

Street letter-box locks, for which the Department is now paying 30 cents, and which can, it is believed, be repaired in the Shop at a cost not to exceed 6 cents.

In addition to these articles, key-chains, slide labels, cord-fasteners, and other articles at present purchased at varying prices can, I am perfectly confident, be manufactured from the start at less than half the price the Government is now paying. The wisdom, therefore, of providing a fund which shall be adequate for the purposes above indicated, and which shall include all necessary repairs of mail locks and keys of all descriptions, and other minor articles of mail equipment, will, I trust, be apparent to you, and I sincerely hope that you will, in the interest of the service, approve the estimate set forth for this purpose.

#### CHANGE IN FORM OF MAIL-BAGS.

A change in the form of mail-bags, so as to admit of their more convenient use in the racks in postal cars, is exceedingly desirable. Samples of such changed form of bag are now being manufactured without expense to this Department, by the present contractor, and if it is found that the desired change can be made under existing contract, without incurring any additional expense, I shall have the honor to ask that you order such change to be made at once.

#### CHANGE IN LEATHER POUCH.

Before the expiration of the present contract term for manufacturing leather pouches, I shall have the honor to ask your consideration of the propriety of discontinuing such leather pouch, and substituting therefor canvas pouches having the improved leather bottom. It is believed that the present leather pouch does not present advantages sufficient to justify the largely increased expense at which it is obtained by the Government.

#### THROUGH REGISTERED MAIL-LOCK.

Important losses having occurred by reason of serious defect in the Through Registered Mail-Lock, proposals were invited by advertising, in the usual way, for new and improved locks for this purpose. Bids for furnishing these locks, accompanied by samples of each, were received in the Department in February last, and a committee of experts was appointed by the Postmaster-General to examine and thoroughly test the same. After a careful examination this committee rejected all the locks offered, as being, if not inferior, in no respect of superior advantage to the lock now in use when the same shall be repaired to cover defects occasioning loss above referred to. As fast as possible, therefore, all registered locks were ordered in and sent to the manufacturer for repairs.

It is believed that the defects complained of have been remedied, and that the locks now in use can be relied upon to register accurately for considerable time to come, or until seriously impaired by constant wear. In the mean time, however, I respectfully recommend that proposals for furnishing a new Through Registered Lock be invited at an early date, adhering to the rotary system, which is one of the merits of the present lock.



## DIVISION OF INSPECTION.

The gross amount of fines and deductions from the pay of postal contractors and others during the year ended June 30, 1889, was..... \$247,588.31  
 The amount of remissions of deductions on account of satisfactory explanation was ..... \$136,273.40  
 The amount of remissions of fines..... 47,902.71

Total remissions of fines and deductions..... 184,176.11

Leaving the net amount of fines and deductions for the fiscal year ended June 30, 1889..... 63,412.20

The above amounts are classed as follows:

Deductions and fines, railroad service..... \$185,079.90  
 Deductions and fines, star service ..... 35,931.65  
 Deductions and fines, steam-boat service..... 19,139.33  
 Deductions and fines, mail-messenger service..... 2,632.94  
 Deductions and fines, postal clerks..... 4,814.49

Total deductions and fines..... 247,588.31

Remissions, railroad service..... \$163,567.07  
 Remissions, star service ..... 8,388.01  
 Remissions, steam-boat service ..... 11,971.91  
 Remissions, mail messenger service..... 109.91  
 Remissions, postal clerks ..... 139.21

Total remissions ..... 184,176.11

Leaving net amount of deductions and fines for the fiscal year ended June 30, 1889 ..... 63,412.20

The departmental rules for assessing fines and deductions, and the evidence from the railroad companies and mail contractors upon which the same may be subsequently in whole or in part remitted, has been the subject of much discussion, and many changes have been made from time to time under the various administrations. No fixed policy or rule of conduct has seemed to obtain, and it is probable that no absolutely fixed rule could be made that would fit the varying circumstances in all the numerous cases presented, notably those presented by railroad companies, and in the nature of things much must be left to the discretion of the Inspection Division, which has the record upon which such fines and deductions are made, as well as the statements of postmasters and Railway Mail Service employes, and the affidavits of contractors and railroad companies, upon which applications for remission are based.

Such modifications have been made of rules existing at the time I assumed charge of the office as seemed to be just and equitable, and while I can not claim that the system is at present perfect, yet I think it can be fairly said that on the whole it is equitable alike to the Government and the contractors. A longer experience may induce the belief that further changes can be made and more exact justice meted out to both parties by such changes.

In the matter of delays to mails by reason of the disastrous floods in the Conemaugh Valley, affecting seriously several of our largest trunk lines, I have deemed it not only equitable but an act of the commonest justice to observe a fair and liberal policy in regard to fines and deductions. It does not seem to be a commendable policy for the Government to add to a burden, already enormously heavy, by a rigid application of the technical rules found necessary for its protection when dealing with its carriers under ordinary circumstances, and in justice to the latter it must be said that they met during that terrible emer-

gency every demand of the Government for the transportation of the mails with promptness and cheerfulness. Where the proof is indisputable that delays and failures to make connections grew out of causes incident to the flood this office has omitted to fine or deduct, or if it became necessary as a matter of record to note such fine or deduction, has remitted same in whole or in part, as the circumstances in each particular case might seem to warrant.

## MISCELLANEOUS.

Amount of appropriation for year ended June 30, 1889.....	\$1,000.00
Amount expended.....	486.66
Balance unexpended.....	513.14
Amount of appropriation for current fiscal year.....	1,000.00
Amount estimated as necessary for fiscal year ending June 30, 1891.....	1,000.00

I am greatly gratified with the marked intelligence, zeal, and general efficiency found in the clerical force of this office, and in closing beg to express my appreciation of the hearty co-operation and valuable assistance I have received from all the divisions since assuming charge in March last. They have rendered the duties of an office, always difficult and perplexing, as easy and pleasant as it was possible to make them, and for this I return my sincere thanks.

Very respectfully,

S. A. WHITFIELD.

*Second Assistant Postmaster-General.*

Hon. JOHN WANAMAKER,

*Postmaster-General.*

## ADDENDUM.

Table A.—Shows annual rate of expenditure, appropriation, and estimates.

Table B.—Shows length of routes, annual rate of expenditure, and number of miles traveled per annum in star, steam-boat, and railroad service.

Table C.—Statement of railroad service.

Table D.—Statement of steam-boat service.

Table E.—Statement of increase and decrease in star, steam-boat, and railroad service.

Table F.—Statement of deductions, fines, and remissions.

Table G.—Statement of mail service, with increase and decrease and percentage of increase and decrease for fiscal year.

Table H.—Statement of weight of mails, speed, accommodations for mails and railway post-office clerks, and re-adjustment of pay on railroad routes, with an index.

Table I.—Statement of the annual rate of expenditure for railway post-office cars, showing increase and decrease since last annual report.

Table K.—Statement of expenditures for necessary and special facilities on trunk lines.

Table L.—Statement of railroad service established since last annual report.

Table M.—Statement of railroad service from 1836 to 1889, showing increase and decrease in length of routes.

Table N.—Statement of all contracts for mail equipments and for use of patents.

Table O.—Statement of expenditures for mail bags, mail-bag catchers, etc.

Table P.—Statement of expenditures for mail locks and keys.

A.—Annual rate of expenditure, appropriation, and estimates for mail service.

Items.	Annual rate of expenditure, June 30, 1888.	Annual rate of expenditure, June 30, 1889.	Percentage of increase or decrease in annual rate of expenditure from 1888 to 1889.		Appropriation for 1890.	Percentage of increase or decrease in appropriation for 1890 as to annual rate of expenditure for 1889.		Estimate for 1891.	Percentage of increase or decrease in estimate for 1891 as to appropriation for 1890.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Transportation by star routes.....	\$4,930,192.00	\$5,228,387.07	5.42		\$5,650,000.00	8.06		\$5,902,216.53	4.46	
Transportation by steam-boat routes.....	438,912.27	446,032.48	1.61		450,000.00	0.86		525,000.00	16.66	
Transportation by railroad routes.....	17,528,598.80	19,441,093.78	10.91		19,103,557.96		1.70	21,966,278.65	14.65	
Railway post-office car service.....	1,996,359.35	2,188,517.55	10.12		2,290,000.00	2.79		2,553,000.00	12.96	
Necessary and special facilities on trunk lines.....	295,987.53	295,655.38		0.11	293,655.38			295,421.79		0.07
Railway post-office clerks.....	5,084,517.00	5,238,600.00	3.62		5,600,000.00	6.29		5,920,000.00	5.71	
Rail-messenger service.....	883,718.67	949,186.85	7.40		1,000,000.00	5.35		1,100,000.00	10.00	
Mail locks and keys.....	22,560.54	15,729.53		30.09	15,000.00		4.63	100,000.00	566.66	
Mail bags and mail-bag catchers.....	247,030.19	180,901.30		28.76	278,000.00	24.37		275,000.00	22.22	
Repair shop for mail equipments.....					10,000.00			6,500.00		35.00
Miscellaneous items in the office of the Second Assistant Postmaster-General.....	294.50	498.86	65.31		1,000.00	105.39		1,000.00		
Total.....					31,612,213.28			38,584,413.99	11.47	

## B.—Table of star, steam-boat, and rail-

[The entire service on each route is 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.
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Dollars.</i>
Maine .....	5,291.25	3,712.12	92,861.96	369.12	6,576.92	1,210.01	143,702.81
New Hampshire .....	2,136.37	1,182.15	35,362.96	147.50	3,325.00	806.72	85,643.55
Vermont .....	2,298.75	1,424.99	40,183.81	.....	.....	873.78	105,647.05
Massachusetts .....	3,382.78	1,172.95	81,359.57	89	12,093.50	2,120.83	397,539.90
Rhode Island .....	524.83	197.09	12,370.64	83	12,107.56	244.74	29,960.47
Connecticut .....	1,937.43	820.97	34,190.32	.....	.....	1,116.46	229,846.53
New York .....	14,359.88	7,501.94	398,058.15	220.50	11,096.17	6,547.44	1,134,563.40
New Jersey .....	2,682.93	945.32	36,868.26	.....	.....	1,737.61	263,868.00
Pennsylvania .....	15,595.68	9,206.60	286,722.66	.....	.....	6,290.08	835,368.58
Delaware .....	562.68	244.15	8,314.22	.....	.....	318.53	28,813.76
Maryland .....	5,051.23	2,357.89	87,648.81	1,251.75	15,582.36	1,441.69	325,294.43
Virginia .....	13,713.73	9,803.99	179,286.97	737.25	36,021.62	3,172.49	412,870.25
West Virginia .....	7,937.75	7,066.44	95,196.78	.....	.....	871.31	86,161.42
North Carolina .....	13,373.54	10,796.34	146,932.21	425	13,673.00	2,152.20	196,830.20
South Carolina .....	6,235.19	4,253.88	63,210.87	103.50	4,067.56	1,877.81	178,929.40
Georgia .....	11,765.45	7,359.50	105,533.44	36	1,890.00	4,359.95	490,278.44
Florida .....	5,678.73	2,828.75	51,831.17	874.75	86,951.76	1,076.23	152,741.13
Alabama .....	12,384.60	8,840.35	135,943.63	741.25	9,737.50	2,803	289,878.09
Mississippi .....	9,700.60	6,298.18	105,706.87	488	5,490.00	2,914.72	294,640.96
Tennessee .....	10,439.92	8,867.12	138,983.48	.....	.....	1,572.80	158,778.60
Kentucky .....	11,899.27	8,590.17	139,291.27	655.75	26,500.00	2,893.35	387,967.13
Ohio .....	16,284.70	6,312.79	172,808.60	.....	.....	9,971.91	2,352,635.39
Indiana .....	9,510.70	4,570.01	95,270.65	.....	.....	4,940.89	787,679.50
Illinois .....	13,955.57	4,232.99	128,908.98	.....	.....	9,722.58	1,305,909.04
Michigan .....	10,805.09	4,613.45	114,067.48	217	7,201.82	5,975.24	622,972.90
Wisconsin .....	10,218.48	5,023.64	100,941.43	.....	.....	5,194.81	606,842.84
Minnesota .....	11,798.58	4,711.42	78,183.16	.....	.....	7,087.16	858,829.16
Iowa .....	12,824.78	4,369.95	88,515.19	.....	.....	8,454.83	925,134.13
Missouri .....	17,692.08	10,481.41	195,124.06	173	7,000.00	7,037.67	1,088,629.91
Arkansas .....	10,018.98	7,882.10	121,322.30	802	45,250.00	1,334.88	85,902.69
Louisiana .....	6,171.46	4,312.31	77,072.43	629	39,282.58	1,230.15	119,104.77
Texas .....	22,233.02	13,852.26	259,074.41	39	576.39	8,341.70	740,774.55
Indian Territory .....	2,880.01	2,348.83	36,462.39	.....	.....	531.18	26,695.98
Kansas .....	15,595.80	6,757.87	109,708.09	.....	.....	8,747.93	899,983.53
Nebraska .....	11,368.33	5,204.90	89,076.63	.....	.....	6,163.43	903,962.27
Dakota .....	9,380.64	6,194.88	117,622.40	.....	.....	3,185.76	213,765.04
Montana .....	3,870.09	3,463.75	97,459.54	.....	.....	346.34	24,262.21
Wyoming .....	3,274.51	2,555.50	73,724.99	.....	.....	719.01	97,630.84
Colorado .....	7,080.77	3,926.17	139,750.33	.....	.....	3,154.60	329,984.08
New Mexico .....	4,010.83	2,819.25	73,599.07	.....	.....	1,191.58	106,969.24
Arizona .....	3,121.43	2,417.75	88,628.43	.....	.....	703.68	87,770.61
Utah .....	2,983.04	1,775.25	52,807.06	.....	.....	1,297.79	113,463.84
Idaho .....	3,029.24	2,825.50	96,316.64	.....	.....	298.74	11,745.94
Washington .....	4,876.63	2,536.43	59,032.30	967.59	55,741.06	1,432.70	150,273.59
Oregon .....	6,552.26	5,248.26	131,603.26	154.50	11,074.64	1,149.51	149,216.22
Nevada .....	3,650.21	3,042	87,425.43	.....	.....	608.21	55,598.11
California .....	13,160.39	8,322.26	255,166.02	403.30	16,944.00	4,434.63	674,519.28
Alaska .....	1,240	190	861.25	1,050	18,000.00	.....	.....
Totals .....	394,311.21	233,331.81	5,228,387.07	10,597.87	440,032.48	130,381.53	10,441,095.78
Mail-passenger service .....	.....	.....	.....	.....	.....	.....	.....
Railway post-office clerks .....	.....	.....	.....	.....	.....	.....	.....
Mail equipment .....	.....	.....	.....	.....	.....	.....	.....
Necessary and special facilities on trunk lines .....	.....	.....	.....	.....	.....	.....	.....
Aggregate .....	.....	.....	.....	.....	.....	.....	.....

road mail service in operation June 30, 1889.

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.						
Annual rate of expenditure for rail-way post-office cars.	Total annual rate of expenditure for railroad service.	Star service.	Steam-boat service.	Railroad service.	Total.	
Dollars.	Dollars.	Miles.	Miles.	Miles.	Miles.	Dollars.
16,671.50	160,374.31	2,067,765.89	92,116.96	1,558,095.55	3,687,978.39	259,812.29
2,661.06	88,294.55	710,138	35,438	1,448,998.22	2,194,574.32	126,982.51
7,232.00	112,880.05	891,956.64		1,453,011.53	2,344,971.17	153,068.86
48,485.00	446,024.90	1,014,017.68		6,174,866.66	7,258,790.01	539,477.97
3,090.00	33,050.47	163,849.82		683,802.19	905,574.18	57,528.87
32,097.50	261,944.03	616,598.32		3,061,925.05	3,618,523.37	296,134.35
318,826.40	1,354,391.80	4,836,440.87	102,687.36	14,609,602.52	19,548,830.25	1,763,546.12
38,628.25	302,496.25	622,832.08		4,552,552.33	5,175,394.41	389,364.51
96,071.50	933,440.08	5,068,678.96		11,835,525.89	16,904,204.85	1,220,162.74
	28,813.76	138,309.60		371,608.70	569,918.30	37,127.98
65,310.85	390,595.28	1,440,580.88	400,187.67	3,851,982.15	5,392,750.70	493,826.45
75,907.20	488,777.45	4,180,319.93	812,990	4,318,084.33	8,811,394.26	704,086.04
8,360.00	64,521.42	2,086,516.25		1,251,068.71	3,340,682.96	189,718.20
12,949.60	206,779.80	3,745,907.01	143,000	1,874,168.58	5,703,075.59	870,385.01
21,309.60	200,238.00	1,887,496.24	47,246	2,294,923.43	3,729,665.67	267,457.43
60,190.60	540,469.04	2,297,250.40	29,952	5,863,613.18	8,190,815.58	647,802.48
	182,741.13	915,550	305,552	2,222,481.35	3,443,589.35	291,524.06
32,286.50	822,164.59	2,912,318.96	135,354.25	8,566,772.41	6,614,445.62	467,845.72
21,410.80	316,051.76	2,140,473.44	64,012	3,108,997.52	5,313,482.96	427,248.63
15,183.25	173,961.85	3,275,191.64		1,842,137.89	5,117,329.53	812,945.33
42,794.40	430,761.55	8,160,033.45	284,888	4,509,344.52	7,953,765.97	596,522.82
439,310.65	2,791,846.04	3,152,725.82		20,068,147.08	23,160,872.90	2,894,654.64
108,900.30	866,579.80	2,008,840.84		8,739,627.07	10,748,407.91	991,856.45
196,565.40	1,604,474.44	1,996,255		14,280,897.14	16,277,152.14	1,633,368.42
25,433.90	648,406.89	1,939,799.85	61,178	7,622,221.12	9,623,198.97	769,676.19
73,316.60	680,169.44	1,834,854.52		7,124,020.43	8,958,374.95	781,100.87
45,541.50	904,370.66	1,255,938.19		7,504,185.61	8,760,103.70	982,553.82
93,802.40	1,020,936.53	1,729,808.72		9,729,983.85	11,469,792.57	1,109,451.72
153,481.45	1,243,111.96	4,035,841.85	53,976	10,024,892.89	14,114,710.74	1,444,235.42
	85,992.69	2,439,453.44	213,356	1,145,650.19	3,798,459.63	252,594.99
	119,104.77	1,292,019.72	189,479.68	1,820,337.46	2,801,836.86	235,459.78
	740,774.55	4,885,746.96	12,168	7,166,018.62	12,063,933.58	1,000,425.29
	26,695.98	678,122.64		386,901.74	1,065,024.38	63,158.37
74,292.20	884,275.73	2,421,979		8,878,531.75	10,800,510.75	994,073.82
94,723.95	998,686.22	1,937,793.79		5,645,402.86	7,183,196.64	1,087,762.85
	218,765.04	1,786,390.04		2,184,689.95	3,971,019.99	331,387.44
	24,262.21	1,121,635.50		297,964.17	1,419,569.67	121,721.75
	97,636.84	810,081		506,044.28	1,316,125.28	171,361.83
8,702.25	329,686.33	1,278,890.55		3,051,020.99	4,329,911.54	460,466.66
	106,999.24	876,130.50		858,573.64	1,733,704.14	180,598.31
	87,770.61	795,587		501,893.90	1,297,460.90	176,399.04
	113,463.84	715,285.76		879,080.52	1,594,366.28	166,271.50
	11,745.94	956,770.68		129,326.90	1,066,007.58	108,062.48
	150,273.50	689,583.12	301,028	1,041,612.94	2,032,224.06	265,946.66
	149,216.22	1,728,660.50	84,652	974,680.81	2,787,893.31	311,894.12
	35,998.11	803,956		300,220.00	1,104,176	123,423.54
56,088.00	732,607.28	3,257,335.66	124,384	4,395,422.47	7,777,142.13	1,004,717.30
		4,940	50,400		65,340	18,961.25
2,196,517.65	21,639,613.33	89,777,600.70	8,170,274.28	204,192,489.08	297,140,364.04	27,314,032.84
						949,188.85
						5,268,600.00
						196,630.83
						295,655.38
						34,024,107.94

## C.—Railroad service as in operation on the 30th of June, 1889

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.	
MAINE.										
1	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy.	30.51	12	1,408.64	.....	1,408.64	46.17	.....	
2	Newport and Dexter.	do.	14.92	12	752.71	.....	752.71	50.45	.....	
3	Farmington and Brunswick.	do.	67.65	10.43	5,379.52	.....	5,379.52	79.52	.....	
4	Belfast and Burnham Village.	do.	32.29	12	2,277.03	.....	2,277.03	68.40	.....	
5	Portland and Skowhegan.	do.	102.93	11.19	11,088.64	.....	11,088.64	107.73	.....	
6	Portland and Bangor.	do.	138.00	19.09	38,404.74	.....	38,404.74	278.73	100.00	
7	Portland, Me., and Norton Mills, Vt.	Grand Trunk Rwy. Company of Canada.	165.73	11.16	20,971.47	.....	20,971.47	126.54	.....	
8	Portland, Me., and Rochester, N. H.	Portland and Rochester R. R.	55.00	15	6,912.95	.....	6,912.95	125.69	.....	
9	Milo Junction (n. o.) and Kneblish Iron Works.	Bangor and Piscataquis R. R.	18.90	6	807.97	.....	807.97	42.75	.....	
10	Portland, Me., and Fabyan House, N. H.	Maine Central R. R.	89.99	18.69	8,848.71	.....	8,848.71	98.33	.....	
11	Brunswick and Bath.	do.	17	28	1,262.34	.....	1,262.34	137.66	.....	
12	Bangor and Vancoborough.	do.	114.56	12	21,597.93	.....	21,597.93	187.25	25.00	
13	Bangor and Bucksport.	do.	20.55	12	1,458.43	.....	1,458.43	70.97	.....	
14	Oldtown and Greenville.	Bangor and Piscataquis R. R.	78.07	6	5,273.62	.....	5,273.62	67.55	.....	
15	Woodwich and Rockland.	Knox and Lincoln R. R.	49.11	12	5,374.59	.....	5,374.59	109.44	.....	
16	Houlton and New Brunswick (n. o.).	New Brunswick Rwy.	4.00	12	198.36	.....	198.36	49.59	.....	
17	Caldais and Princeton.	St. Croix and Penobscot R. R.	21.28	6	900.72	.....	900.72	42.75	.....	5.93 miles, North Anson to Embden, at \$64.98 per mile.
18	Oakland and Embden.	Somerset Rwy.	31.70	6	1,817.62	.....	1,817.62	55.58	.....	
19	Mechanic Falls and Gilbertville.	Rumford Falls and Buckfield R. R.	27.45	17.57	1,525.67	.....	1,525.67	55.58	.....	
20	Farmington and Phillips.	Sandy River R. R.	18.25	12	780.18	.....	780.18	42.75	.....	
21	Lewiston and South Auburn.	Grand Trunk Rwy. Company of Canada.	5.97	9	255.21	.....	255.21	42.75	.....	
22	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R.	16.30	12	724.09	.....	724.09	44.46	.....	
23	Monson Junction (n. o.) and Monson.	Monson R. R.	6.16	12	263.34	.....	263.34	42.75	.....	
24	Bangor and Bar Harbor.	Maine Central R. R.	50.45	6	3,623.31	.....	3,623.31	71.82	.....	
25	Strong Station (n. o.) and King-field.	Franklin and Megalloway R. R.	15.19	6	649.37	.....	649.37	42.75	.....	

26	27	28	NEW HAMPSHIRE.	12	3068.79	3868.70	42.75	R. P. O., 134.03 miles, Windsor and St. Albans.
Hartland and Pittsfield.	Kennebunk Port and Kennebunk Station, (n. o.).	Kittery Junction (n. o.) and York Beach.	Concord and Nashua.	40.99	8,809.50	9,716.90	242.82	25.00
			Concord and Portsmouth.	10.14	4,683.63	4,633.62	78.66	
			Manchester and North Weare.	12	1,522.86	1,532.86	42.75	
			Hookeet and Pittsfield.	13	1,113.56	1,113.56	54.72	
			West Stewartstown and Coos.	12	925.62	925.62	43.60	
			Groveton Junction (n. o.) and Concord.	28.90	21,329.11	21,329.11	146.21	
			Fabyan House, N. H., and South Lunenburg, Vt.	18.01	1,700.86	1,700.86	70.11	
			Concord, N. H., and White River Junction, Vt.	33.22	13,062.56	1,744.00	137.25	25.00
			Concord and Claremont Junction (n. o.).	12.20	3,455.61	3,455.61	60.71	
			Contoosook and Peterborough.	16.06	1,650.72	1,650.72	50.45	
			Nashua and Keene.	13.66	55.81	4,771.75	83.60	
			Rochester, N. H., and Worcester, Mass.	11.93	12,270.61	12,270.61	129.11	
			Dover and Alton Bay.	15.85	1,822.57	1,822.57	64.13	
			Conway Junction (n. o.), Me., and North Conway, N. H.	8.53	6,262.55	6,262.55	87.21	
			Wolfeboro Junction and Wolfeboro.	12.14	518.98	518.98	42.75	
			Portsmouth and Dover.	16.69	496.75	496.75	42.75	
			Vacant.	6	363.37	363.37	42.75	
			Whitefield Junction (n. o.) and Whitefield and Jefferson R. R.	8.50				
			Boston and Lowell R. R. Corporation.	6	561.30	561.30	42.75	
			Boston and Maine R. R.	24	121.45	121.45	45.32	
			Boston and Lowell R. R. Corporation.	8.13	900.31	900.31	42.75	
					85,643.55	2,631.00	88,294.55	
			VERMONT.					
			Readsboro, Vt., and Hoosac Tunnel Station (n. o.), Mass.	6	483.07	483.07	42.75	
			Windsor, Vt., and Rouse's Point, N. Y.	20.56	27,829.20	3,365.75	175.28	25.00
			Bellows Falls and Essex Junction.	18.20	20,132.24	637.50	157.82	
			Bellows Falls and Windsor.	21	4,295.22	4,295.22	168.44	25.00
			Sullivan County R. R.					

R. P. O., 134.63 miles,  
Windsor and St. Al.  
bans.

C.—Railroad service as in operation on the 30th of June, 1899—Continued.

Number of routes.	State and railroad.	Corporate title of company carrying the mail.	Distance. Miles.	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.
VERMONT—continued.										
2003	Brattleborough and Bellows Falls.	Vermont Valley R. R. Co. of Ver.	24.01	21	\$4,069.73	\$901.00	\$4,070.73	\$193.29	\$25.00	
2004	St. Albans and Canada Line (n. o.).	Central Vermont R. R.	17.33	18.50	\$1,000.25	.....	\$1,000.25	92.34	.....	
2005	St. Albans and Rutland.	.....	28.79	6	\$1,747.84	.....	\$1,747.84	60.71	.....	
2006	Laconia Junction, N. Y., and Andover Junction, Vt.	.....	15.63	6	\$688.18	.....	\$688.18	43.75	.....	
2007	Rutland and Newport.	Southeastern Rwy. W. V. Co. Van Horn, Wm. Farwell, and Wm. Rodgers, trustees, Connecticut and Passumpsic Rivers R. R.	31.57	12	\$2,726.38	.....	\$2,726.38	\$86.36	.....	
2008	White River Junction and Derby Line.	.....	115.29	22	\$9,569.25	\$2,638.73	\$12,207.98	\$143.64	\$25.00	R. P. O., 105.15 miles, Newport and White River Junction.
2009	South Lancaster and Swanton.	Boston and Lowell R. R. Corporation.	118.56	6.80	\$8,514.97	.....	\$8,514.97	\$71.82	.....	
2010	Walla River and Montpelier.	Montpelier and Walla River R. R.	28.85	16.48	\$2,790.20	.....	\$2,790.20	\$71.82	.....	
2011	White River Junction and Woodstock.	Woodstock R. R.	14.41	12	\$422.00	.....	\$422.00	\$44.46	.....	
2012	Barre and Cambridge Junction.	Barre and Lamotte R. R.	34.40	12	\$2,088.42	.....	\$2,088.42	\$60.71	.....	
2013	Rutland and Bennington.	Bennington and Rutland Rwy.	57.82	20.51	\$8,948.22	.....	\$8,948.22	\$154.76	.....	
2014	Brattleborough and South Londonderry.	Central Vermont R. R.	56.40	6	\$1,896.62	.....	\$1,896.62	\$52.46	.....	
2015	Montpelier Junction (n. o.) and Williamstown.	.....	15.08	18	\$322.74	.....	\$322.74	\$43.01	.....	Pay not fixed on 7.45 miles.
2016	North Bennington and State Line (n. o.).	Bennington and Rutland Rwy.	2.62	24	\$19.52	.....	\$19.52	\$1.58	.....	
MASSACHUSETTS.										
2017	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	102.35	42.78	\$9,092.52	\$10,035.00	\$19,127.52	\$307.05	\$10.00	
2018	Boston and East Saugus.	.....	16.74	34.93	\$439.13	.....	\$439.13	\$42.75	.....	
2019	Salem and Rockport.	.....	19.69	29	\$1,397.39	.....	\$1,397.39	\$76.97	.....	
2020	Salem and Marblehead.	.....	3.09	18	\$170.57	.....	\$170.57	\$42.75	.....	
2021	Salem and Lawrence.	.....	27.53	18.78	\$951.60	.....	\$951.60	\$42.75	.....	



Station	14.46	18	618.16	41.75	618.16	41.75
Franklin, Mass., and Valley Falls, N. H.	4.40	21	238.01	53.01	238.01	53.01
Salisbury and Amesbury	5.45	12	232.08	42.75	232.08	42.75
Western Depot and Essex	6.45	16	430.90	67.55	430.90	67.55
Lyran and Marblehead	8.09	12	345.84	42.75	345.84	42.75
Wakfield and Pembury	116.33	34.45	2,008.25	166.73	2,008.25	166.73
Lowell and Portland, Me.	5.81	24	227.00	42.75	227.00	42.75
Boston and Medford	7.31	16.07	312.50	42.75	312.50	42.75
Georgetown and Haverhill	30.80	21	2,264.72	73.53	2,264.72	73.53
Wakfield Junction (n. o.) and Newburyport	4.85	18	207.33	42.75	207.33	42.75
Newton Junction, N. H., and Merrimack, Mass.	39.85	69.71	10,800.94	271.04	11,797.19	271.04
Boston and Lowell R. R. Corporation.	14.08	21	601.92	42.75	601.92	42.75
Lowell and Lawrence	19.70	21.43	812.17	42.75	812.17	42.75
Winchester and North Woburn	17.03	18	1,266.86	74.39	1,266.86	74.39
Somerville Station (n. o.) and North Billerica	37.35	37.51	19,736.15	187.75	19,736.15	187.75
Ayer and Lowell	35.35	19	6,003.63	64.21	6,003.63	64.21
Fitchburg R. R.	12.71	28	1,556.92	64.98	1,556.92	64.98
Boston and Greenfield	23.96	12	1,686.59	42.75	1,686.59	42.75
Greenfield and North Adams	201.29	60.76	186,539.86	829.35	186,531.11	829.35
South Acton and Marlborough	4.46	12	190.66	42.75	190.66	42.75
Ayer, Mass., and Greenfield, N. H.	2.00	21	89.34	42.75	89.34	42.75
Boston, Mass., and Albany, N. Y.	12.39	24	771.50	62.42	771.50	62.42
Granton Depot (n. o.) and Milbury	21.41	21	1,812.35	81.65	1,812.35	81.65
Amherst Station (n. o.) and New-Lower Falls	50.18	14.88	2,789.00	55.58	2,789.00	55.58
South Framingham and Milford	4.52	27	193.23	42.75	193.23	42.75
Pittsfield and North Adams	3.94	12	168.43	42.75	168.43	42.75
Palmer and Winchendon	22.64	12.00	1,006.57	44.46	1,006.57	44.46
North Brookfield and East Brookfield	3.00	30	128.25	42.75	128.25	42.75
Natick and Saxtonville	44.00	56.81	10,608.84	241.11	12,802.84	241.11
Cook Street station (n. o.) and Bellingham	9.75	26.39	583.54	58.85	583.54	58.85
North Granton Station (n. o.) and Granton	4.00	24	171.00	42.75	171.00	42.75
Boston, Mass., and Providence R. R.	11.36	134.72	2,476.82	218.03	2,476.82	218.03
Boston and Dedham	61.25	22.24	7,803.25	127.40	7,803.25	127.40
Granton Junction (n. o.) and Strong-ton	8.13	10.18	347.55	42.75	347.55	42.75
Boston and South Braintree	86.30	12	11,805.84	136.80	11,805.84	136.80
Mass. Braintree Junction (n. o.), Mass., and Newport, R. I.	11.52	12	492.48	42.75	492.48	42.75
Weymouth and Bridgewater	22.00	14.73	940.50	42.75	940.50	42.75
Middleborough and Provincetown						
Nantucket and Salsomast						
Old Colony R. R.						
Northampton and Middleborough						
Weymouth and Bridgewater						
Nantucket and Salsomast						
Old Colony R. R.						

For 98.63 miles to  
Springfield.  
For 102.68 miles reai-  
due.

## C.—Railroad service as in operation on the 30th of June, 1889—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.	
MASSACHUSETTS—continued.										
3044	South Revere and Fall River.	Old Colony R. R.	35.17	33.22	2,766.47	.....	2,766.47	78.66	.....	
3045	Barnard's Bay and Wood's Hole.	do	17.53	12	1,143.43	.....	1,143.43	64.13	.....	
3046	South Weymouth and Plymouth.	do	26.52	19.21	1,836.77	.....	1,836.77	69.26	.....	
3047	Spring Junction and Pratt's Junction.	do	4.53	18	290.19	.....	290.19	53.87	.....	
3048	Yanmouth Junction (n. o.) and Hyannis.	do	2.54	12	151.33	.....	151.33	42.75	.....	
3049	South Framingham and Lowell.	do	29.44	12	3,574.31	.....	3,574.31	121.41	.....	
3050	Fairhaven and West Wareham.	do	15.59	12	786.51	.....	786.51	50.45	.....	
3051	New Bedford and Fitchburg.	do	95.61	23.92	9,287.21	.....	9,287.21	99.18	.....	
3052	East Thompson, Conn., and Southbridge, Mass.	New York and New England R. R.	18.00	13.02	846.54	.....	846.54	47.03	.....	
3053	Greenfield and Turner's Falls.	Fitchburg R. R.	4.87	19.79	216.52	.....	216.52	44.46	.....	
3054	New Bedford and Fall River.	Old Colony R. R.	14.85	18	634.83	.....	634.83	42.75	.....	
3055	Fitchburg, Mass., and Bellows Falls, Vt.	Cheshire R. R.	61.40	18	9,500.07	.....	9,500.07	147.00	.....	
3056	South Vernon Junction (n. o.), Mass., and Keene, N. H.	Connecticut River R. R.	23.93	12	1,677.73	.....	1,677.73	70.11	.....	
3057	Worcester and Winchendon.	Fitchburg R. R.	37.67	16.31	3,382.01	.....	3,382.01	89.78	.....	
3058	Winchendon, Mass., and Peterborough, N. H.	Cheshire R. R.	16.58	9.59	708.79	.....	708.79	42.75	.....	
3059	Milford and Bellingham.	New York and New England R. R.	4.93	24	210.75	.....	210.75	42.75	.....	
3060	Milford and Ashland.	do	11.85	12	566.58	.....	566.58	42.75	.....	
3061	Attleborough and North Attleborough.	Boston and Providence R. R.	4.08	18	263.62	.....	263.62	65.84	.....	
3062	Dartmouth, Vt., and New London, Conn.	Central Vermont R. R.	121.39	21.69	13,646.59	.....	13,646.59	110.20	25.00	R. P. O., 10.25 miles, Braintreeborough and South Vernon Junction (n. o.).
3063	Lawrence, Mass., and Manchester, N. H.	Manchester and Lawrence R. R.	27.07	18	2,314.48	.....	2,314.48	85.50	.....	
3064	Braintree Junction (n. o.) and Kingston Station (n. o.).	Old Colony R. R.	33.20	21.03	1,872.19	.....	1,872.19	58.14	.....	
3065	Atlantic and Wrentham.	do	3.67	16	156.89	.....	156.89	42.75	.....	
3066	Spencer and South Spencer (n. o.).	Spencer R. R.	2.18	24	95.06	.....	95.06	43.61	.....	

3807	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R. ....	61.68	34.30	8,009.91	3,297.00	10,900.01	186.39	25.00
3808	Springfield and Athol. ....	Boston and Albany R. R. ....	47.40	0	2,743.61	.....	2,743.61	57.29	.....
3809	Molyoke and Westfield. ....	New Haven and Northampton Company.	10.54	12	450.60	.....	450.60	42.75	.....
3810	Ashburnham Depot and Ashburnham.	Fitchburg R. R. ....	2.62	21	112.00	.....	112.00	42.75	.....
3811	Van Deusen and State Line. ....	Housatonic R. R. ....	11.12	9.86	475.38	.....	475.38	42.75	.....
3812	Boston and Waltham. ....	Fitchburg R. R. ....	11.05	29.41	472.38	.....	472.38	42.75	.....
3813	Reedville and Doutham. ....	Boston and Providence R. R. ....	2.22	22.39	132.80	.....	132.80	50.85	.....
3814	Boston and Cook Street Station (n. o.).	Boston and Albany R. R. ....	9.14	35.75	679.92	.....	679.92	74.39	.....
3815	Bellingham and Franklin. ....	New York and New England R. R.	5.37	38	229.56	.....	229.56	42.75	.....
3816	North Abington and Hanover. ....	Haver Branch R. R. ....	8.28	13.12	353.97	.....	353.97	42.75	.....
3817	Vacant.	Boston, Revere Beach and Lynn R. R.	5.00	18	213.75	.....	213.75	42.75	.....
3818	Boston and Winthrop. ....	.....do.....	1.80	18	76.95	.....	76.95	42.75	.....
3819	Winthrop Junction (n. o.) and Revere.	.....do.....	104.04	13.46	7,917.44	.....	7,917.44	76.10	.....
3820	Boston and Northampton. ....	Boston and Maine R. R. ....	7.04	6	.....	.....	.....	.....	.....
3821	Chatham Station (n. o.) and Harwich Junction (n. o.).	Old Colony R. R. ....	2,120.83	.....	397,539.90	48,485.00	446,024.90	.....	.....
RHODE ISLAND.									
4001	Providence, R. I., and Worcester, Mass.	Providence and Worcester R. R.	43.92	35.85	5,031.91	.....	5,031.91	114.57	.....
4002	Providence, R. I., and Groton, Conn.	New York, Providence and Boston R. R.	61.80	43.00	15,640.34	3,000.00	18,730.34	253.08	50.60
4003	Providence, R. I., and Willimantic, Conn.	New York and New England R. R.	88.61	19.26	4,660.69	.....	4,660.66	79.52	.....
4004	Providence and Bristol. ....	Providence, Warren and Bristol, R. R.	15.35	21	1,063.14	.....	1,063.14	60.26	.....
4005	Warren, R. I., and Fall River, Mass.	Fall River, Warren and Providence R. R.	9.14	18	445.48	.....	445.48	48.74	.....
4006	Providence and Pascoag. ....	Providence and Springfield R. R.	23.17	12	1,624.44	.....	1,624.44	70.11	.....
4007	Kingston Depot (n. o.) and Narragansett Pier.	Narragansett Pier R. R. ....	8.50	15.60	421.51	.....	421.51	40.50	.....
4008	Auburn and Hope. ....	New York, Providence and Boston R. R.	10.62	12	490.32	.....	490.32	46.17	.....
4009	Wood River Junction (n. o.) and Hope Valley.	Wood River Branch R. R. ....	5.93	18	253.50	.....	253.50	42.75	.....
4010	Auburn and Warwick. ....	New York, Providence and Boston R. R.	7.70	13	329.17	.....	329.17	42.75	.....
CONNECTICUT.									
5001	Norwich, Conn., and Worcester, Mass.	New York and New England R. R.	59.08	24.83	5,808.33	.....	5,808.33	98.33	.....

C.—Railroad service as in operation on the 30th of June, 1889.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trippers 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.	
5002	CONNECTICUT—continued.	New Britain and Berlin Junction (n. o.)	3.00	18	128.25	128.25	128.25	42.75	.....	
5003		Middletown and Berlin Depot (n. o.)	10.99	24	498.06	498.06	498.06	45.32	.....	
5004		New Haven and New London	51.78	34	18,338.10	2,589.00	15,915.10	257.36	50.00	For 73.37 miles to New Haven.
5005		New York, N. Y., and Springfield, Mass.	136.00	80.36	109,885.28	20,508.50	139,393.78	807.98	190.00	For 62.63 miles residue.
5006		Waterbury and Watertown	6.15	12	273.43	.....	273.43	44.46	.....	
5007		Boston, Mass., and Hopewell Junction, N. Y.	214.94	17.81	36,754.74	.....	36,754.74	171.00	.....	
5008		Vernon and Melrose	13.15	11.06	562.16	.....	562.16	42.75	.....	
5009		New Canaan and Stamford	8.25	24	366.79	.....	366.79	44.46	.....	
5010		New Haven, Conn., and Williamsburgh, Mass.	85.52	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	.....	
5012		Bridgeport, Conn., and Pittsfield, Mass.	110.55	12.84	12,382.70	.....	12,382.70	112.01	.....	
5013		South Norwalk and Danbury	23.60	31	2,441.65	.....	2,441.65	103.46	.....	
5014		New Haven and Willimantic	54.96	15.81	8,131.76	.....	8,131.76	146.77	.....	
5015		Hartford and Saybrook Point	46.09	19.65	5,950.67	.....	5,950.67	126.11	.....	
5016		Hartford, Conn., and Springfield, Mass.	32.50	12	2,090.63	.....	2,090.63	64.13	.....	
5017		New Haven and Ansonia	13.27	24	884.97	.....	884.97	66.69	.....	
5018		Hartford, Conn., and Rhinecliff, N. Y.	110.75	13	9,943.13	.....	9,943.13	89.78	.....	
5019		Litchfield and Hawleyville	32.98	12	1,635.47	.....	1,635.47	49.59	.....	
5020		Turnerville and Colchester	4.20	18	179.55	.....	179.55	42.75	.....	
5021		Farmington Station (n. o.) and New Hartford	14.37	18	810.89	.....	810.89	56.43	.....	



C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEW YORK—continued.										
6031	Nineveh Junction (n. o.), N. Y., and Jefferson Junction (n. o.), Pa.	Delaware and Hudson Canal Company.	21.70	6	1,001.88	.....	1,001.88	46.17	.....	
6032	Fort Edward and Lake George.	do	15.96	19.98	1,077.42	.....	1,077.42	87.55	.....	
6033	West Chazy and Rouse's Point.	do	14.78	12	2,298.80	.....	2,298.80	151.84	.....	
6034	Oswego and Richland.	Rome, Watertown and Ogdensburg R. R.	29.02	20.33	2,530.83	.....	2,530.83	87.21	.....	
6035	Watertown and Cape Vincent.	do	25.77	12	1,885.23	.....	1,885.23	53.87	.....	
6036	Rome and Ogdensburg.	do	142.27	19.81	18,732.69	.....	18,732.69	181.67	.....	
6037	Syracuse and Fulton.	do	88.61	15	2,806.17	.....	2,806.17	72.68	.....	
6038	Oswego and Suspension Bridge.	do	151.18	12	14,213.77	.....	14,213.77	94.06	.....	
6039	Watertown and Sackett's Harbor.	Utica and Black River R. R.	12.62	13	535.23	.....	535.23	42.75	.....	
6040	Chenango Forks and Norwich.	Delaware, Lackawanna and Western R. R.	30.31	12.60	2,617.57	.....	2,617.57	96.36	.....	
6041	Utica and Norwich.	do	63.99	25.62	5,170.08	.....	5,170.08	96.76	.....	
6042	Owego and Ithaca.	do	85.11	12	2,401.52	.....	2,401.52	68.40	.....	
6043	Richfield Junction (n. o.) and Richfield Springs.	do	22.06	15	1,414.70	.....	1,414.70	64.13	.....	
6044	Mincola and Locust Valley.	Long Island R. R.	11.57	12	524.35	.....	524.35	45.32	.....	
6045	Long Island City and Greenport.	do	95.23	21.99	10,503.86	.....	10,503.86	110.30	.....	
6046	Hicksville and Echo.	do	32.70	12	2,376.03	.....	2,376.03	73.68	.....	
6047	Conesus Lake Junction (n. o.) and Lakeville.	Conesus Lake R. R.	1.90	12	81.22	.....	81.22	42.75	.....	
6048	Oswego and Cornwall Station (n. o.).	New York, Ontario and Western Rwy.	274.20	11	19,693.04	.....	19,693.04	71.82	.....	
6049	Wellsville, N. Y., and Eldred, Pa.	Bradford, Eldred and Cuba R. R.	33.18	6	1,758.87	.....	1,758.87	53.01	.....	
6050	Watson and Delhi.	New York, Ontario and Western Rwy.	17.29	9	781.58	.....	781.58	45.32	.....	
6051	Clinton and Rome.	do	13.19	12	563.87	.....	563.87	42.75	.....	
6052	Molra and Brundon.	Northern Adirondack R. R.	34.81	12	531.38	.....	531.38	42.75	.....	
6053	Rouse's Point and Ogdensburg.	Ogdensburg and Lake Champlain R. R.	119.16	12	12,124.53	.....	12,124.53	101.75	.....	
6054	Chatham, N. Y., and Bennington, Vt.	Lebanon Springs R. R.	57.00	13.85	3,083.87	.....	3,083.87	53.01	.....	
6055	Schoharie and Middleburgh.	Middleburgh and Schoharie R. R.	5.98	18	254.86	.....	254.86	42.75	.....	

Pay not filed on 22.3 miles.

		4.80	18	250.11		250.11	56.88	
6056	Schoharie Junction (n. o.) and Schoharie.	31.80	13.6	2,231.96		2,231.96	70.97	
6057	Utica and Randolphville.	121.87	12.34	12,867.64		12,867.64	104.02	
6058	Buffalo, N. Y., and Emporium, Pa.	40.69	17.15	1,739.49		1,739.49	42.75	
6059	Olean and Angelica.	6.18	21	243.61		243.61	47.03	
6060	Skaneateles Junction (n. o.) and Skaneateles.	94.12	19	9,354.81		9,354.81	98.33	
6061	Buffalo, N. Y., and Corry, Pa.	9.78	27	1,003.42		1,003.42	102.60	
6062	New York (foot Whitehall street) and Mariner's Harbor.	69.96	18	9,335.26		9,335.26	133.38	
6063	Canandaigua and Elmira.	85.62	19.04	4,781.62		4,781.62	134.24	
6064	Syracuse and Oswego.	80.30	19.88	9,886.53		9,886.53	123.12	
6065	Syracuse and Binghamton.	1.71	12.5	236.85		236.85	138.51	
6066	Rouse's Point and Canada Line (n. o.).	48.15	27.42	9,180.76		9,180.76	190.07	
6067	Troy, N. Y., and North Adams, Mass.	15.28	18.75	770.87		770.87	50.45	
6068	St. George (n. o.) and Tottenville.	17.96	18	767.79		767.79	42.75	
6069	Hudson and Chatham.	7.31	15	312.50		312.50	42.75	
6070	Silver Springs and Perry.	44.30	18	2,348.34		2,348.34	53.01	
6071	Syracuse and Earlville.	92.58	10.77	7,282.34		7,282.34	78.66	
6072	Lyons, N. Y., and Sayre, Pa.	78.36	12	7,369.75		7,369.75	94.05	
6073	Rondout and Hobart.	12.60	21.48	571.03		571.03	45.32	
6074	Vail's Gate Junction (n. o.) and Newburgh Junction (n. o.).	70.91	7.21	5,820.29		5,820.29	82.08	
6075	Elmira and Cortland.	39.46	6	1,686.91		1,686.91	42.75	
6076	Freeville and Auburn.	13.02	12	556.60		556.60	42.75	
6077	Saratoga Springs and Schuylerville.	24.70	6	1,055.92		1,055.92	42.75	
6078	Port Jervis and Monticello.	38.11	6	1,629.20		1,629.20	42.75	
6079	Poughkeepsie and Boston Corner.	49.27	10.23	4,044.08		4,044.08	82.08	
6080	Canastota and Cortland.	27.03	14.23	2,068.98		2,068.98	76.10	
6081	Fonda and Northville.	15.34	18	655.78		655.78	42.75	
6082	Johnstown and Greenwich.	34.12	6	2,012.08		2,012.08	50.00	
6083	Montgomery and Kingston.	118.11	17.28	8,786.20		8,786.20	74.39	
6084	Sayre, Pa., and North Fair Haven, N. Y.							

C.—Railroad service as in operation on the 30th of June, 1889.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	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.
<b>NEW YORK—continued.</b>										
6031	Ninoveh Junction (n. o.), N. Y., and Jefferson Junction (n. o.), Pa.	Delaware and Hudson Canal Company.	21.70	6	Dollars. 1,001.88	Dollars. .....	Dollars. 1,001.88	Dollars. 46.17	Dollars. .....	Cost per mile for railway post-office cars.
6032	Fort Edward and Lake George.	do	15.95	19.93	1,077.42	1,077.42	1,077.42	67.55	.....	.....
6033	West Chazy and Rome's Point.	do	14.78	12.84	2,284.80	2,284.80	2,284.80	181.84	.....	.....
6034	Oswego and Richland.	Rome, Watertown and Ogdensburg R. R.	29.02	20.33	2,530.83	2,530.83	2,530.83	87.21	.....	.....
6035	Watertown and Cape Vincent.	do	25.77	12	1,388.22	1,388.22	1,388.22	53.87	.....	.....
6036	Rome and Ogdensburg.	do	149.37	19.31	18,732.69	18,732.69	18,732.69	131.67	.....	.....
6037	Syracuse and Pulaski.	do	38.61	15	2,806.17	2,806.17	2,806.17	72.68	.....	.....
6038	Oswego and Suspension Bridge.	do	151.13	12	14,213.77	14,213.77	14,213.77	94.05	.....	.....
6039	Watertown and Sackett's Harbor.	Utica and Black River R. R.	12.82	12	535.23	535.23	535.23	42.75	.....	.....
6040	Chenango Forks and Norwich.	Delaware, Lackawanna and Western R. R.	30.31	12.60	2,617.57	2,617.57	2,617.57	86.36	.....	.....
6041	Utica and Norwich.	do	53.99	25.62	5,170.08	5,170.08	5,170.08	95.76	.....	.....
6042	Oswego and Ithaca.	do	35.11	12	2,401.52	2,401.52	2,401.52	68.40	.....	.....
6043	Richfield Junction (n. o.) and Richfield Springs.	do	22.06	15	1,414.70	1,414.70	1,414.70	64.13	.....	.....
6044	Minerals and Locust Valley.	Long Island R. R.	11.57	12	524.35	524.35	524.35	45.32	.....	.....
6045	Long Island City and Greenport.	do	65.23	21.90	10,503.86	10,503.86	10,503.86	110.30	.....	.....
6046	Hicksville and Bohemia.	do	82.70	12	2,876.63	2,876.63	2,876.63	73.68	.....	.....
6047	Coneaus Lake Junction (n. o.) and Coneaus Lake R. R.	Coneaus Lake R. R.	1.90	12	81.22	81.22	81.22	42.75	.....	.....
6048	Lakewood and Cornwall Station (n. o.).	New York, Ontario and Western R. R.	274.20	11	19,693.04	19,693.04	19,693.04	71.82	.....	.....
6049	Wellsville, N. Y., and Eldred, Pa.	Bridford, Eldred and Cuba R. R.	33.18	6	1,758.87	1,758.87	1,758.87	53.01	.....	.....
6050	Walton and Delhi.	New York, Ontario and Western R. R.	17.29	9	783.58	783.58	783.58	45.32	.....	.....
6051	Clinton and Rome.	do	13.19	12	563.87	563.87	563.87	42.75	.....	.....
6052	Moria and Branton.	Northern Adirondack R. R.	34.81	12	531.88	531.88	531.88	42.75	.....	.....
6053	Rome's Point and Ogdensburg.	Ogdensburg and Lake Champlain R. R.	119.16	12	12,124.53	12,124.53	12,124.53	101.75	.....	.....
6054	Chatham, N. Y., and Bennington, Vt.	Lebanon Springs R. R.	57.60	12.85	3,083.87	3,083.87	3,083.87	53.01	.....	.....
6055	Schoharie and Middleburgh.	Schoharie and Schoharie R. R.	6.96	13	284.86	284.86	284.86	42.75	.....	.....

Pay not fixed on 22.3 miles.



		4.50	18	250.11		250.11	55.88
6064	Schoharie Junction (n. o.) and Schoharie Rwy.	31.30	13.8	2,231.86	New York, Ontario and Western Rwy.	2,231.86	70.97
6067	Utica and Randolphville.	131.87	12.84	12,867.64	Buffalo, New York and Philadelphia R. R.	12,867.64	106.02
6068	Buffalo, N. Y., and Emporium, Pa.	40.89	17.15	1,739.49	Lackawanna and Pittsburgh R. R.	1,739.49	42.75
6069	Olean and Angelos.	5.18	21	243.61	Skaneateles R. R.	243.61	47.03
6070	Skaneateles Junction (n. o.) and Skaneateles Rwy.	94.12	19	9,254.81	Buffalo, New York and Philadelphia R. R.	9,254.81	98.33
6071	Buffalo, N. Y., and Cortt, Pa.	9.78	27	1,003.42	Statens Island Rapid Transit R. R.	1,003.42	102.60
6072	New York (foot Whitehall street) and Mariner's Harbor.	69.99	18	9,335.26	Northern Central Rwy.	9,335.26	183.38
6073	Canaadagua and Elmira.	35.63	19.94	4,781.62	Delaware, Lackawanna and Western R. R.	4,781.62	134.24
6074	Syracuse and Oswego.	80.30	19.88	9,884.53	Syracuse, Binghamton and New York R. R.	9,884.53	123.12
6075	Syracuse and Binghamton.	1.71	12.5	236.85	Champlain and St. Lawrence R. R.	236.85	136.51
6076	Rouse's Point and Canada Line (n. o.).	48.15	27.42	9,180.76	Fitchburg R. R.	9,180.76	190.67
6077	Troy, N. Y., and North Adams, Mass.	15.28	18.75	770.87	Statens Island Rapid Transit R. R.	770.87	50.45
6078	St. George (n. o.) and Tottenville.	17.96	18	787.79	Boston and Albany R. R.	787.79	42.75
6079	Hudson and Chatham.	7.31	15	312.50	Silver Lake Rwy.	312.50	42.75
6080	Silver Springs and Perry.	44.30	18	2,348.34	Syracuse, Ontario and New York Rwy.	2,348.34	53.01
6081	Syracuse and Earlville.	92.68	10.77	7,282.34	Geneva, Ithaca and Sayre R. R.	7,282.34	78.66
6082	Lyons, N. Y., and Sayre, Pa.	78.30	12	7,369.75	Ulster and Delaware R. R.	7,369.75	94.05
6083	Rondout and Hobart.	12.60	21.48	571.03	New York, Lake Erie and Western R. R.	571.03	45.32
6084	Vail's Gate Junction (n. o.) and Newburgh Junction (n. o.).	70.91	7.21	5,820.29	Elmira, Cortland and Northern R. R.	5,820.29	82.08
6085	Elmira and Cortland.	39.46	6	1,686.91	Ithaca, Auburn and Western Rwy.	1,686.91	42.75
6086	Freeville and Auburn.	13.02	12	556.60	Boston, Hoosac Tunnel and Western Rwy.	556.60	42.75
6087	Saratoga Springs and Sabaylersville.	24.70	6	1,055.92	Port Jervis, Monticello and New York R. R.	1,055.92	42.75
6088	Port Jervis and Monticello.	33.11	6	1,629.20	Poughkeepsie, Hartford and Boston R. R.	1,629.20	42.75
6089	Poughkeepsie and Boston Corner.	49.27	10.23	4,044.08	Elmira, Cortland and Northern R. R.	4,044.08	82.08
6090	Canaadota and Cortland.	27.03	14.23	2,056.96	Fonda, Johnston and Gloversville R. R.	2,056.96	76.10
6091	Fonda and Northville.	15.34	18	655.78	Greenwich and Johnsonville Rwy.	655.78	42.75
6092	Johnsonville and Greenwich.	34.12	6	2,013.08	Walkill Valley R. R.	2,013.08	53.00
6093	Montgomery and Kingston.	118.11	17.28	8,786.20	Sayre, Pa., and North Fair Haven, N. Y.	8,786.20	74.39
6094	Sayre, Pa., and North Fair Haven, N. Y.						

C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average number of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
<b>NEW YORK—continued.</b>										
6031	Nineveh Junction (n. o.), N. Y., and Jefferson Junction (n. o.), Pa.	Delaware and Hudson Canal Company.	21.70	6	1,001.88	.....	1,001.88	46.17	.....	
6032	Fort Edward and Lake George.	do.	15.96	19.93	1,077.42	.....	1,077.42	67.65	.....	
6033	West Chazy and Rouse's Point.	do.	14.78	12	2,296.80	.....	2,296.80	151.84	.....	
6034	Oswego and Richland.	Rome, Watertown and Ogdensburg R. R.	29.02	20.33	2,530.83	.....	2,530.83	87.21	.....	
6035	Watertown and Cape Vincent.	do.	25.77	12	1,398.23	.....	1,398.23	53.87	.....	
6036	Rome and Ogdensburg.	do.	142.37	19.31	18,732.69	.....	18,732.69	131.67	.....	
6037	Syracuse and Pulaski.	do.	38.61	15	2,806.17	.....	2,806.17	72.68	.....	
6038	Oswego and Suspension Bridge.	do.	151.13	12	14,213.77	.....	14,213.77	94.06	.....	
6039	Watertown and Sackett's Harbor.	Utica and Black River R. R.	12.63	12	535.23	.....	535.23	42.75	.....	
6040	Chenango Forks and Norwich.	Delaware, Lackawanna and Western R. R.	30.31	12.50	2,617.57	.....	2,617.57	86.36	.....	
6041	Utica and Norwich.	do.	53.99	25.63	5,170.08	.....	5,170.08	96.76	.....	
6042	Oswego and Ithaca.	do.	85.11	12	2,401.52	.....	2,401.52	68.40	.....	
6043	Richfield Junction (n. o.) and Richfield Springs.	do.	22.06	15	1,414.70	.....	1,414.70	64.13	.....	
6044	Mineola and Locust Valley.	Long Island R. R.	11.67	12	524.35	.....	524.35	45.32	.....	
6045	Long Island City and Greenport.	do.	95.23	21.99	10,503.86	.....	10,503.86	110.30	.....	
6046	Hicksville and Echo.	do.	32.70	12	2,376.63	.....	2,376.63	72.68	.....	
6047	Conesus Lake Junction (n. o.) and Lakewood.	Conesus Lake R. R.	1.90	12	81.22	.....	81.22	42.75	.....	
6048	Oswego and Cornwall Station (n. o.).	New York, Ontario and Western R. R.	274.20	11	19,683.04	.....	19,683.04	71.82	.....	
6049	Wellsville, N. Y., and Eldred, Pa.	Bradford, Eldred and Cuba R. R.	33.18	6	1,758.87	.....	1,758.87	53.01	.....	
6050	Walton and Delhi.	New York, Ontario and Western R. R.	17.29	9	783.58	.....	783.58	45.32	.....	
6051	Canton and Rome.	do.	13.19	12	563.87	.....	563.87	42.75	.....	
6052	Moria and Brundon.	do.	34.81	12	531.38	.....	531.38	42.75	.....	Pay not fixed on 22.3 miles.
6053	Rouse's Point and Ogdensburg.	Northern Adirondack R. R.	119.16	12	12,124.53	.....	12,124.53	101.75	.....	
6054	Chatham, N. Y., and Bennington, Vt.	Ogdensburg and Lake Champlain R. R.	57.60	13.85	3,083.87	.....	3,083.87	53.01	.....	
6055	Schoharie and Middleburgh.	Lebanon Springs R. R. Middleburgh and Schoharie R. R.	5.98	18	254.86	.....	254.86	42.75	.....	

		4.80	18	290.11		280.11		55.53
6055	Schenectady Junction (n. o.) and Schoharie Valley R. R. (n. o.)	81.30	13.8	2,231.86	.....	2,231.86	.....	70.97
6057	Utica and Randolphville, ..... Rwy.	131.37	12.34	12,867.64	.....	12,867.64	.....	104.02
6058	Buffalo, N. Y., and Emporium, Pa. .... R. R.	40.69	17.15	1,739.49	.....	1,739.49	.....	42.75
6059	Orlean and Angelica, ..... R. R.	5.18	21	243.01	.....	243.01	.....	47.03
6060	Shenandoah Junction (n. o.) and Skaneateles R. R. ....	94.12	19	9,254.81	.....	9,254.81	.....	98.33
6061	Buffalo, New York and Philadelphia R. R. ....	9.78	27	1,003.43	.....	1,003.42	.....	102.60
6062	New York (foot Whitehall street) and Marine's Harbor, ..... R. R.	69.99	18	9,385.28	.....	9,335.26	.....	133.88
6063	Canadagua and Elmira, ..... R. R.	85.63	19.94	4,781.62	.....	4,781.62	.....	134.24
6064	Syracuse and Oswego, ..... R. R.	80.90	19.88	9,896.53	.....	9,896.53	.....	123.12
6065	Syracuse and Elmhurst, ..... R. R.	1.71	12.5	236.85	.....	236.85	.....	138.51
6066	Rouse's Point and Canada Line (n. o.), ..... R. R.	48.15	27.43	9,180.78	.....	9,180.78	.....	190.67
6067	Troy, N. Y., and North Adams, Mass. .... R. R.	16.28	18.75	770.87	.....	770.87	.....	50.45
6068	St. George (n. o.) and Tottenville, ..... R. R.	17.96	18	767.79	.....	767.79	.....	42.75
6069	Hudson and Chatham, ..... R. R.	7.31	16	312.60	.....	312.60	.....	42.75
6070	Silver Springs and Perry, ..... R. R.	44.30	18	2,348.34	.....	2,348.34	.....	53.01
6071	Syracuse and Earlville, ..... R. R.	92.58	10.77	7,282.34	.....	7,282.34	.....	76.66
6072	Lyons, N. Y., and Sayre, Pa. .... R. R.	78.86	12	7,395.75	.....	7,395.75	.....	94.05
6073	Rondont and Hobart, ..... R. R.	12.60	21.48	571.03	.....	571.03	.....	45.32
6074	Vail's Gate Junction (n. o.) and Newburgh Junction (n. o.), ..... R. R.	70.91	7.21	5,820.29	.....	5,820.29	.....	52.08
6075	Elmira and Cortland and Northern R. R. ....	39.46	6	1,686.91	.....	1,686.91	.....	42.75
6076	Freeville and Auburn, ..... Rwy.	13.02	12	556.60	.....	556.60	.....	42.75
6077	Saratoga Springs and Schuylersville, ..... Rwy.	24.70	6	1,045.92	.....	1,045.92	.....	42.75
6078	Port Jervis and Monticello, ..... R. R.	38.11	6	1,629.20	.....	1,629.20	.....	42.75
6079	Poughkeepsie and Boston Corner, ..... R. R.	49.27	10.23	4,044.08	.....	4,044.08	.....	52.08
6080	Canastota and Cortland, ..... R. R.	27.03	14.23	2,056.98	.....	2,056.98	.....	76.10
6081	Fonda and Northville, ..... R. R.	15.34	18	655.78	.....	655.78	.....	42.75
6082	Johnsonville and Greenwick, ..... Rwy.	34.12	6	2,013.08	.....	2,013.08	.....	53.00
6083	Montgomery and Kingston, ..... R. R.	113.11	17.28	8,786.20	.....	8,786.20	.....	74.39
6084	Sayre, Pa., and North Fair Haven, N. Y. ....				.....		.....	

C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	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.
					Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEW YORK—continued.										
60085	Dutchess Junction and Millerton	Newburgh, Dutchess and Connecticut R. R.	57.90	0.4	3,520.57	.....	3,520.57	60.71	.....	
60086	Cooperstown and Cooperstown Junction (n. o.)	Cooperstown and Susquehanna Valley R. R.	16.5	27.4	931.09	.....	931.09	56.43	.....	
60087	Utica and Watertown	Utica and Black River R. R.	91.77	27.68	13,024.91	.....	13,024.91	141.93	.....	
60088	Carthage and Ogdensburg	do	60.77	12	6,338.91	.....	6,338.91	104.31	.....	
60089	Cayuga and Ithaca	Geneva, Ithaca and Sayre R. R.	38.97	6	2,232.59	.....	2,232.59	57.29	.....	
60090	Sodus Point and Stanley	Northern Central Rwy.	33.5	10.47	1,432.12	.....	1,432.12	42.75	.....	
60091	Buffalo and Jamestown	New York, Lake Erie and Western R. R.	69.24	13.6	5,150.76	.....	5,150.76	74.39	.....	
60092	Middletown and Pine Bush	do	13.74	6	587.38	.....	587.38	42.75	.....	
60093	Long Island City and Sag Harbor	Long Island R. R.	100.15	17.93	9,076.59	.....	9,076.59	90.63	.....	
60094	Long Island City and Whitestone	do	11.36	31.08	757.59	.....	757.59	66.69	.....	
60095	Saratoga Springs and North Creek	Adirondack Rwy.	58.72	6	4,518.50	.....	4,518.50	76.95	.....	
60096	Bath and Hammondsport	Bath and Hammondsport R. R. (Allen Wood, lessee).	9.4	18	442.08	.....	442.08	47.03	.....	
60097	Silver Lake Junction (n. o.) and Silver Springs.	Buffalo, Rochester and Pittsburgh R. R.	1.14	15	54.58	.....	54.58	47.88	.....	
60098	Whitehall and Castleton	Delaware and Hudson Canal Company.	14.35	15.5	1,177.84	.....	1,177.84	82.08	.....	
60099	Crown Point and Hammondsville	Crown Point Iron Co.'s R. R.	11.95	6	510.86	.....	510.86	42.75	.....	
61000	Valley Stream and Far Rockaway	Long Island R. R.	6.25	12	224.43	.....	224.43	42.75	.....	
61001	Sidney and Edmeston	New York, Ontario and Western Rwy.	32.16	6	1,072.17	.....	1,072.17	42.75	.....	
61002	Rochester and Salamanca	Rochester and Pittsburgh R. R.	109.23	18	7,752.05	.....	7,752.05	70.97	.....	
61003	Corning and Geneva	Fall Brook Coal Company R. R.	57.76	10.73	5,086.92	.....	5,086.92	88.07	.....	
61004	New City and Nanuet Junction (n. o.)	New Jersey and New York R. R.	4.59	12	196.23	.....	196.23	42.75	.....	
61005	Plattsburgh and Lyon Mountain	Chateaugay R. R.	34.67	12	1,452.14	.....	1,452.14	42.75	.....	
61006	Albany and Troy	New York Central and Hudson River R. R.	7.5	66	1,410.75	.....	1,410.75	188.10	.....	
61007	Mechanicville and Reynolds	Boston, Hoosac Tunnel and Western Rwy.	4.86	12	425.59	.....	425.59	7.21	.....	
61008	Vacant.									

Pay not fixed on 7.08 miles.

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Pay not fixed on 19.33  
miles.

C.—Railroad service as in operation on the 30th of June, 1899—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEW JERSEY.										
6137	Cornwall Junction (n. o.) and New York (out Jay street).	New York, Ontario and Western Rwy.	57.70	6	745.13	.....	745.13	42.75	.....	Pay not fixed.
6138	Fulton and Woodard Junction (n. o.).	Rome, Watertown and Ogdensburg R. R.	17.43	12	745.13	.....	745.13	42.75	.....	
			6,547.44		1,134,563.40	219,828.40	1,354,391.80			
7001	New York, N. Y., and Easton, Pa. . . . .	Central R. R. Co. of New Jersey.	73.94	30.59	10,937.20	.....	10,937.20	147.92	.....	
7002	Somerville and Flemington . . . . .	do.	16.01	15	698.19	.....	698.19	43.61	.....	
7003	Elizabethport (n. o.) and Bay head Junction (n. o.).	do.	50.19	39.05	8,539.82	.....	8,539.82	170.15	.....	
7004	New York, N. Y., and Philadelphia, Pa. . . . .	Pennsylvania R. R.	90.89	172.14	143,142.56	38,628.25	181,771.81	1,574.91	425.00	
7005	Camden and Monmouth Junction . . . . .	do.	52.68	19.36	4,497.84	.....	4,497.84	83.70	.....	
7006	Camden and Pemberton . . . . .	do.	25.64	11.91	1,066.09	.....	1,066.09	64.98	.....	
7007	Burlington and Lumberton . . . . .	do.	10.42	12	445.45	.....	445.45	42.75	.....	
7008	Trenton and Manunka Clunk (n. o.).	do.	67.80	16.47	6,028.77	.....	6,028.77	88.92	.....	
7009	Lumberville and Flemington . . . . .	do.	12.40	15	532.66	.....	532.66	42.75	.....	
7010	East Millstone and New Brunswick . . . . .	do.	8.56	12	305.94	.....	305.94	42.75	.....	
7011	Rocky Hill and Monmouth Junction . . . . .	do.	6.72	12	287.28	.....	287.28	42.75	.....	
7012	Kilbuck and Millstone Junction . . . . .	do.	9.57	12	421.94	.....	421.94	42.75	.....	
7013	Hoboken, N. J., and Easton, Pa. . . . .	Delaware, Lackawanna and Western R. R.	84.24	29.67	12,244.28	.....	12,244.28	145.35	.....	
7014	Dover and Chester . . . . .	do.	14.05	12	600.63	.....	600.63	42.75	.....	
7015	Philadelphia, Pa., and Atlantic City, N. J. . . . .	Camden and Atlantic R. R.	59.32	12	4,478.28	.....	4,478.28	75.24	.....	
7016	Hopping (n. o.) and Atlantic Highlands . . . . .	N. J.	3.10	15	132.52	.....	132.52	42.75	.....	
7017	Jersey City, N. J., and Nyack, N. Y. . . . .	Central R. R. Co. of New Jersey.	28.56	24	1,931.25	.....	1,931.25	67.55	.....	
7018	Easton, Pa., and Metuchen Station (n. o.), N. J. . . . .	Northern R. R. Co. of New Jersey.	54.20	29	7,646.53	.....	7,646.53	141.08	.....	
7019	Newfield and Atlantic City . . . . .	Lehigh Valley R. R.	34.71	11.01	1,483.85	.....	1,483.85	42.75	.....	
7020	Pleasantville and Somers Point . . . . .	West Jersey R. R.	7.31	6	812.50	.....	812.50	42.75	.....	

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C.—Railroad service as in operation on the 30th of June, 1889—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 JERSEY—continued.										
7034	Whiting and Bayhead Junction (n. o.).	Pennsylvania R. R.	28.80	8.03	1,235.04	.....	1,235.04	42.75	.....	
7055	Rutherford Junction (n. o.) and Ridgewood Junction (n. o.).	New York, Lake Erie and Western R. R.	9.98	12.50	1,365.26	.....	1,365.26	136.80	.....	
7036	Darkeat City and Barnegat City Junction (n. o.).	Pennsylvania R. R.	8.94	12	382.18	.....	382.18	42.75	.....	
7057	Manunkin and Heislerville (n. o.).	West Jersey R. R.	9.10	10.21	389.02	.....	389.02	42.75	.....	
7058	Kays, N. J., and Stroudsburg, Pa.	New York, Susquehanna and Western R. R.	47.85	6	2,045.58	.....	2,045.58	42.75	.....	
7059	Delaware and Columbia Junction (n. o.).	.....do.....	3.16	6	135.09	.....	135.09	42.75	.....	Pay not fixed on 10.68 miles.
7060	Sea Isle Junction (n. o.) and Ocean City.	West Jersey R. R.	15.76	12	217.17	.....	217.17	42.75	.....	
7001	Angelsea Junction (n. o.) and Angelsea.	.....do.....	5.25	12	224.43	.....	224.43	42.75	.....	
7062	Anglesen and Holly Beach.	.....do.....	3.27	6	801.56	.....	801.56	42.75	.....	Pay not fixed.
7063	Whiting and Birmingham.	Pennsylvania R. R.	18.75	12	801.56	.....	801.56	42.75	.....	
7064	Evanville (n. o.) and Vincetown.	.....do.....	3.04	12	129.96	.....	129.96	42.75	.....	
7065	Hightstown and Pemberton.	Union Transportation Co.	25.89	6	.....	.....	.....	.....	.....	Pay not fixed. Formerly part of route No. 7066.
7066	Vacant.	Rockaway Valley R. R.	4.72	12	201.78	.....	201.78	42.75	.....	
7067	New Germantown and White Horse Station.	.....	1,737.61	.....	263,868.00	38,658.25	302,486.25	.....	.....	
PENNSYLVANIA.										
8001	Philadelphia and Pittsburgh.	Pennsylvania R. R.	352.90	70.13	387,120.71	97,047.50	484,168.21	1,096.97	275.00	
8002	Philadelphia and Pottsville.	Philadelphia and Reading R. R.	91.1	35.85	13,850.48	.....	13,850.48	148.77	.....	
8003	Philadelphia and West Chester.	Philadelphia, Wilmington and Baltimore R. R.	27.81	35.41	3,376.41	.....	3,376.41	121.41	.....	
8004	Philadelphia and Bethlehem.	.....do.....	56.01	40.88	9,625.87	.....	9,625.87	171.88	.....	
8005	Philadelphia and Norristown.	.....do.....	10.21	18	1,053.93	.....	1,053.93	64.98	.....	
8006	Sunbury and Williamsport.	Pennsylvania R. R.	40.96	24.50	7,040.92	1,034.00	8,074.92	194.09	25.00	
8007	Bridgeport and Exton.	Philadelphia and Reading R. R.	16.93	7.32	723.75	.....	723.75	42.75	.....	



8008	Chester, Pa., and Port Deposit, Md.	58.74	15.16	4,871.80	82.04
8009	Honesdale and Lackawanna.....	24.94	12	1,407.36	56.43
8010	Easton, Pa., and Waverly, N. Y.	205.37	28.49	30,582.64	148.77
8011	Penn Haven Junction (n. o.) and Mount Carmel.....	45.79	15	2,503.63	54.72
8012	Hazel Creek Bridge (n. o.) and Audenried.....	8.52	0	364.23	42.75
8013	Pottsville and Herndon.....	78.06	10.37	5,139.47	65.84
8014	Port Clinton and Williamsport.....	122.07	9.3	6,079.67	54.72
8015	Sunbury and Sugarloaf.....	44.41	6	2,012.66	45.32
8016	Penn Haven Junction (n. o.) and Sugarloaf.....	23.6	20.18	1,654.59	70.11
8017	Scranton and Northumberland.....	80.48	24	8,394.86	104.31
8018	Scranton and Carbondale.....	17.45	24	1,402.45	80.37
8019	Binghamton, N. Y., and Washington, N. J.	140.5	22.41	10,220.40	138.80
8020	Elmira, N. Y., and Hoytville, Pa.	61.94	10.55	4,368.69	67.55
8021	Williamsport, Pa., and Elmira, N. Y.	78.81	18	11,253.27	142.79
8022	Williamsport and Erie.....	248.75	13.56	25,310.31	161.75
8023	Sunbury and Mount Carmel.....	27.47	18	1,244.94	45.32
8024	Bradford, Pa., and Carrollton, N. Y.	11.56	20	920.84	79.52
8025	Irvine and Corry.....	95.13	21.31	8,378.09	88.07
8026	Stratburg and Leaman Place.....	5.25	6	224.43	42.75
8027	Lancaster and Milledale.....	30.08	23.23	2,542.83	62.08
8028	Harrisburg and Auburn.....	59.05	10.82	2,524.38	42.75
8029	Stewartstown and New Freedom.....	7.65	12	327.63	42.75
8030	Harrisburg, Pa., and Martinsburg, W. Va.	94.87	23.44	11,924.21	125.09
8031	Columbia and Shickling Springs.....	39.73	15.53	2,309.90	58.14
8032	Columbia, Pa., and Frederick, Md.	69.3	17.52	4,562.71	65.81
8033	Berlin Junction (n. o.) and East Berlin.....	7.23	0	309.08	42.75
8034	Huntington and Mount Dallas Station (n. o.).....	45.15	12	3,204.29	70.97
8035	Tyrone and Curwensville.....	47.48	18	3,013.22	76.10
8036	Altoona and Henrietta.....	27.92	16.28	1,590.53	57.29
8037	Cresson and Ebensburg.....	11.59	15	1,535.11	46.17
8038	Tyrone and Lockhaven.....	55.25	12	3,826.61	60.26
8039	Blairsville and Allegheny.....	67.84	12	5,104.28	75.24
8040	Ebensburg, Pa., and Wheeling, W. Va.	70.41	22.05	4,695.64	66.09
8041	Pittsburgh and Oil City.....	132.61	19	18,285.09	137.66
8042	Branch Junction and Indiana.....	19.23	13.75	1,362.63	71.82

C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
					Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—continued.										
8043	Meadville and Oil City .....	New York, Lake Erie and Western R. R.	36.67	18	2,445.62	.....	2,445.62	66.69	.....	
8044	Erie and Homewood .....	Pennsylvania Company .....	112.95	12	11,106.37	.....	11,106.37	98.33	.....	
8045	Oil City, Pa., and Ashtabula, Ohio .....	Lake Shore and Michigan Southern Rwy.	89.46	10.78	5,748.13	.....	5,748.13	64.98	.....	
8046	Bethlehem and Bangor .....	Lehigh and Lackawanna R. R.	31.48	12	1,345.78	.....	1,345.78	42.75	.....	
8047	Downingtown and New Holland .....	Pennsylvania R. R.	28.23	18	1,402.90	.....	1,402.90	49.59	.....	
8048	West Chester and Phoenixville .....	do .....	18.43	16.72	787.88	.....	787.88	42.75	.....	
8049	Lewistown Junction (n. o.) and Milroy .....	do .....	12.94	12	553.18	.....	553.18	42.75	.....	
8050	Pottsville and Frackville .....	Philadelphia and Reading R. R.	11.55	13.55	493.76	.....	493.76	42.75	.....	
8051	Greenville and Butler .....	Shomango and Allegheny R. R.	58.26	13.9	3,287.04	.....	3,287.04	56.43	.....	
8052	Carlisle and Pine Grove Furnace .....	South Mountain Railway and Mining Co.	18.97	10.91	1,086.79	.....	1,086.79	57.29	.....	
8053	Freeport and Butler .....	Pennsylvania R. R.	21.99	12	1,428.91	.....	1,428.91	64.98	.....	
8054	Wilmington, Del., and Reading, Pa. ....	Wilmington and Northern R. R.	71.9	9	3,258.50	.....	3,258.50	45.32	.....	
8055	Pittsburgh and Washington .....	Pittsburgh, Cincinnati and St. Louis Rwy.	22.9	24	2,192.90	.....	2,192.90	95.76	.....	
8056	Perkionen Junc. (n. o.), and Emmaus .....	Perkionen R. R.	37.38	7.72	1,917.59	.....	1,917.59	51.30	.....	
8057	Pottstown and Barfo's .....	Philadelphia and Reading R. R.	13.23	11.25	565.15	.....	565.15	42.75	.....	
8058	Jeddo and Freeland .....	Lehigh Valley R. R.	2.47	18	105.59	.....	105.59	42.75	.....	
8059	Lebanon and Tower City .....	Philadelphia and Reading R. R.	43.49	9.78	1,896.59	.....	1,896.59	43.61	.....	
8060	Towanda and Bernice .....	Pennsylvania and New York Canal and R. R. Co.	23.93	12	1,012.32	.....	1,012.32	42.75	.....	
8061	Schuykill Haven and Glen Carbon .....	Philadelphia and Reading R. R.	13.64	10.12	583.11	.....	583.11	42.75	.....	
8062	Tipton and Kutztown .....	do .....	5.06	24	216.31	.....	216.31	42.75	.....	
8063	Pittsburgh, Pa., and Cumberland, Md. ....	Baltimore and Ohio R. R.	149.58	18.63	21,741.45	.....	21,741.45	145.85	.....	
8064	Carbondale and Susquehanna .....	New York, Lake Erie and Western R. R.	89.51	6	1,756.61	.....	1,756.61	44.46	.....	
8065	Corning, N. Y., and Antrim, Pa. ....	Fall Brook Coal Co. ....	51.00	15.23	5,276.46	.....	5,276.46	103.46	.....	
8066	Pionixville and Uwchland .....	Philadelphia and Reading R. R.	11.23	10.04	482.22	.....	482.22	42.75	.....	
8067	Lewishurgh and Bellefonte .....	Pennsylvania R. R.	66.22	11.15	3,227.50	.....	3,227.50	48.74	.....	
8068	Bloomfield and Titusville .....	Buffalo, New York and Philadelphia R. R.	10.49	6	448.44	.....	448.44	42.75	.....	
8069	Towanda and Barclay .....	Towanda Coal Co. ....	17.65	6	763.08	.....	763.08	42.75	.....	

[illegible]

H. Ex. 1, pt. 4—18

C.—Railroad service as in operation on the 30th of June, 1889—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.	
8108	LEWISBURG—continued.	Lewisburg Junction (n. o.) and Seaboard Grove Junction (n. o.).	44.60	6.18	1,906.65	.....	1,906.65	42.75	.....	
8109	Abington Station (n. o.) and Breadyville.	Abington Station (n. o.) and Breadyville.	9.83	12	420.23	.....	420.23	42.75	.....	
8110	Hartley Hall and Nordmont.	North-east Pennsylvania R. R.	27.16	16.33	1,207.53	.....	1,207.53	44.46	.....	
8111	Manor Station and Claridge.	Branch R. R.	4.31	12	184.25	.....	184.25	42.75	.....	
8112	Jersey Shore and Gazzam.	Pennsylvania R. R.	116.01	6	1,000.00	.....	1,000.00	8.62	.....	
8113	Tyrone and Benore.	Beech Creek R. R.	25.61	12	1,034.82	.....	1,034.82	42.75	.....	
8114	Washington and Waynesburgh.	Pennsylvania R. R.	29.73	12	1,066.58	.....	1,066.58	94.13	.....	
8115	Bangor Junction (n. o.), Pa., and Brainards, N. J.	Waynesburgh and Washington, R. R.	4.57	24	214.32	.....	214.32	47.03	.....	
8116	Montedale and Carbondale.	Bangor and Portland Rwy Co.	17.48	12	747.27	.....	747.27	42.75	.....	
8117	Philadelphia (Third and Berks streets station) and Newtown.	Delaware and Hudson Canal Co.	23.28	18	1,214.28	.....	1,214.28	62.16	.....	
8118	Laticone and Ligonier.	Philadelphia, Newtown and New York R. R.	10.80	12	461.70	.....	461.70	42.75	.....	
8119	Shenandoah and Mahanoy Plane.	Ligonier Valley R. R.	6.92	15	295.83	.....	295.83	42.75	.....	
8120	Baldwin and Gosa Run Junction (n. o.).	Philadelphia and Reading R. R.	1.04	12	44.46	.....	44.46	42.75	.....	
8121	Bradford, Pa., and Olean, N. Y.	Pennsylvania R. R.	23.68	14.10	1,012.32	.....	1,012.32	42.75	.....	
8122	Summit City and Bradford.	Buffalo, New York and Philadelphia R. R.	8.97	6	383.46	.....	383.46	42.75	.....	
8123	Pittsburgh, Pa., and Youngstown, Ohio.	do do	65.83	26.45	9,906.09	.....	9,906.09	160.48	.....	
8124	Columbia, Pa., and Port Deposit, Md.	Pittsburgh and Lake Erie R. R.	39.63	6	1,727.82	.....	1,727.82	43.61	.....	
8125	Allegheny and New Castle.	Pennsylvania R. R.	61.93	13.45	4,278.81	.....	4,278.81	70.11	.....	
8126	D and M. Junction (n. o.) and Shippenburgh.	Pittsburgh and Western Rwy. R. R.	28.82	11.32	1,232.05	.....	1,232.05	42.75	.....	
8127	Montour Junction (n. o.) and Imperial.	Montour R. R.	11.00	12	470.25	.....	470.25	42.75	.....	
8128	Perkland and Nazareth.	Bangor and Portland Rwy.	26.14	13.93	1,117.48	.....	1,117.48	42.75	.....	
8129	Irwin and Blackburn.	Penn Gas Coal Co.'s Youghiogheny R. R.	8.35	6	361.65	.....	361.65	42.75	.....	
8130	Daguerre-honda and Daguer Mines.	North-western Mining and Exchange Co.	6.01	12	256.92	.....	256.92	42.75	.....	

8131	Landenberg and Pomeroy	Pennsylvania R. R.	18.64	6	702.58	792.58	42.75
8132	Landenberg and Smithport	Baltimore, Maryland and Annapolis R. R.	25.18	6	1,141.70	1,141.70	43.61
8133	Kingston Junction (n. o.) and Eldred	do	14.25	6	792.01	792.01	55.68
8134	Lumber Yard (n. o.) and Eberly	Lodish Valley R. R.	0.23	12	260.33	260.33	42.75
8135	Tunnel and Zooley	do	1.20	6	51.30	51.30	42.75
8136	Blossburg and Morris Run	do	3.76	6	160.74	160.74	42.75
8137	Junction and Quarryville	New York, Lake Erie and Western R.	23.50	14.31	1,024.83	1,024.83	43.61
8138	Saxton and Dudley	Reading and Columbia R. R.	6.18	6	264.19	264.19	42.75
8139	Lawrenceville and Harrison Valley	Hartington and Broad Top Mountain R. R. and Coal Co.	32.43	8.35	1,385.95	1,385.95	42.75
8140	Holliday	Fall Brook Coal Co.	2.06	12	130.81	130.81	42.75
8141	Broad Ford and Mount Pleasant	Pennsylvania R. R.	10.38	6	443.74	443.74	42.75
8142	Fall Brook and Blossburg	Baltimore and Ohio R. R.	7.04	6	326.61	326.61	42.75
8143	Negley and Verona	Fall Brook Coal Co.	5.42	9	231.70	231.70	42.75
8144	Port Alleghe and Conduitsport	Allegheny Valley R. R.	17.57	12	751.11	751.11	42.75
8145	Merersburgh Junction (n. o.) and Merersburgh	Conduitsport and Port Alleghe R. R.	2.64	12	142.21	142.21	53.87
8146	West Brownsville and Uniontown	Cumberland Valley R. R.	18.80	9	803.70	803.70	42.75
8147	Clarion Junction (n. o.) and Clarion	Pennsylvania R. R.	6.42	18	274.45	274.45	42.75
8148	North Clarion and Cherry Grove	Pittsburgh and Western Rwy.	10.47	12	447.59	447.59	42.75
8149	Lebanon and Cornwall	Warren and Farnsworth Valley R. R.	6.25	12	267.18	267.18	42.75
8150	Williamsport and Stokesdale Junction (n. o.)	Conynwall R. R.	78.52	12	6,042.11	6,042.11	76.95
8151	Youngwood Station (n. o.) and United Branchville and Hilliard's	Fall Brook Coal Co.	11.09	6	474.09	474.09	42.75
8152	Sunbury and Lewisburg	Shenango and Allegheny R. R.	10.47	6	447.59	447.59	42.75
8153	Cornwall and Conewago (n. o.)	Philadelphia and Reading R. R.	9.35	7.31	399.71	399.71	42.75
8154	Hunter's Run and Gettysburg	Philadelphia and Lebanon R. R.	16.96	6	725.04	725.04	42.75
8155	New Castle Junction (n. o.) and New Castle	Gettysburg and Harrisburg R. R.	22.79	12	1,578.43	1,578.43	69.26
8156	Springfield Junction (n. o.) and Mines Park Place and Mahanoy City	Pittsburgh and Lake Erie R. R.	3.05	29.5	105.89	105.89	54.72
8157	Pittsburgh and New Haven	Pennsylvania R. R.	8.20	6	350.65	350.65	42.57
8158	Philadelphia and Chesnut Hill Rail Road Station (n. o.)	Lodish Valley R. R.	3.27	9	173.34	173.34	53.01
8159	Holmesburgh Junction (n. o.) and Springfield Railroad Station (n. o.)	Pittsburgh and Lake Erie R. R.	59.51	6	8,092.27	8,092.27	50.45
8160	Reering Spring and Oro Hill	Pennsylvania R. R.	11.86	37	780.86	780.86	65.84
8161	Warren, Pa., and Salamanca, N. Y.	do	4.01	12	172.71	172.71	42.75
8162	Turbotville and Watsonstown	Winington and Northern R. R.	7	13	299.25	299.25	42.75
8163	Keating and Karlous	Pennsylvania R. R.	3.36	6	145.64	145.64	42.75
8164	Keating and Karlous	Buffalo, New York and Philadelphia, R. R.	42.19	6	1,000.00	1,000.00	23.70
8165	Keating and Karlous	Bell's Gap R. R.	83.47	12	1,631.32	1,631.32	48.74
8166	Keating and Karlous	Willow Barre and Western Rwy.	6.53	6	270.15	270.15	42.75
8167	Keating and Karlous	Pennsylvania R. R.	22.17	6	947.70	947.70	42.75

C.—Railroad service as in operation on the 30th of June, 1889—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.	
PENNSYLVANIA—continued.										
8168	Coalport and Cresson.....	Cresson, Clearfield County and New York Short Route R. R.	24.80	6	1,051.65	.....	1,051.65	43.75	.....	
8169	Hazleton and New Boston.....	Lehigh Valley R. R.	18.06	21.86	849.35	.....	849.35	47.03	.....	
8170	Luzerne and Alderson.....	Pennsylvania and New York Canal and R. R. Co.	14.06	8.99	601.06	.....	601.06	42.75	.....	
8171	Forest House and Austin.....	Sinnemaubong Valley R. R.	9.19	6	392.87	.....	392.87	42.75	.....	
8172	Jamieson City and Bloomsburgh.....	Bloomsburg and Sullivan R. R.	30.42	12	884.07	.....	884.07	42.75	.....	
8173	Silver Brook and Silver Brook Junction (n. o.).....	Lehigh Valley R. R.	2.61	6	111.57	.....	111.57	51.30	.....	Pay not fired on 2.74 miles.
8174	Wilkes Barre and Rock Glen Junction (n. o.).....	Pennsylvania R. R.	39.53	15	1,759.72	.....	1,759.72	44.46	.....	
8175	New Boston and Pottsville.....	do	10.21	6	480.07	.....	480.07	47.02	.....	Pay not fired.
8176	Goff and Donohue Station (n. o.).....	do	4.29	6	.....	.....	.....	.....	.....	
8177	Vacant.....	do	.....	.....	.....	.....	.....	.....	.....	
8178	Beech Tree Junction (n. o.) and Beech Tree.....	Rochester and Pittsburgh R. R.	2.25	6	115.42	.....	115.42	.....	51.30	
8179	Wampum Junction (n. o.) and Kenwood Junction (n. o.).....	Pennsylvania Co.	12.50	6	.....	.....	.....	.....	.....	Do.
8180	Rockhill Furnace and McNeal.....	East Road Top R. R. and Coal Co.	11.08	6	.....	.....	.....	.....	.....	Do.
8181	Bear Creek and Bear Creek Junction (n. o.).....	Lehigh Valley R. R.	5.49	6	.....	.....	.....	.....	.....	Do.
8182	La Jose Station (n. o.) and Hastings.	Pennsylvania R. R.	14.38	6	.....	.....	.....	.....	.....	Do.
DELAWARE.										
			6,299.08		835,398.53	93,071.50	933,440.08			
9501	Wilmington and Delmar.....	Philadelphia, Wilmington and Baltimore R. R.	97.13	20.09	14,780.69	.....	14,780.69	152.19	.....	
9502	Delmar, Del., and Crisfield, Md.....	New York, Philadelphia and Norfolk R. R.	33.23	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	.....	

Station	19.48	6	832.77	13,770.00	81,808.45	742.14	150.00
1948	19.48	6	832.77	13,770.00	81,808.45	742.14	150.00
1949	80.30	0	4,394.01	3,450.25	36,372.53	238.55	25.00
1950	12.08	9.71	542.07	39,115.00	176,302.54	351.41	40.00
1951	318.53		28,813.76				
1952	91.80	74.48	68,128.45				
1953	138.01	22.58	32,922.28				
1954	350.39	30.75	137,186.94				
1955	3.85	37	200.06				
1956	24.56	15	1,305.04				
1957	93.14	15.41	14,015.70				
1958	21.08	21.14	1,423.95				
1959	38.64	6	1,725.73				
1960	31.05	12	1,327.38				
1961	33.26	12	1,929.42				
1962	33.79	12	1,993.61				
1963	31.11	6	2,048.28				
1964	45.4	78.07	33,304.98				
1965	49.01	6	2,262.79				
1966	73.32	6	5,708.04				
1967	2.10	5.5					
1968	81.13	19.28	6,242.95				
1969	5.51	6	235.55				
1970	6.04	13	296.68				
1971	29.32	13	1,546.35				
1972	21.93	13	937.50				
1973	9.83	10.89	430.23				
1974	45.58	12	2,416.19				
1975	20.3	6	885.28				

For 282.75 miles, Baltimore and Grafton.  
For 96.64 miles, Grafton and Ballaire.

For 86.6 miles, to Hagerstown.

Pay not fixed.

C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average number of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for railway post- office care.	Total annual pay.	Cost per mile for transportation. Dollars.	Cost per mile for office care. Dollars.	Remarks.
MARYLAND—continued.										
10025	St. Agnes Station (n. o.) and Catonsville.	Baltimore and Potomac R. R.	3.93	12	168.00	.....	168.00	42.75	.....	
10027	Philadelphia, Pa., and Baltimore, Md.	Baltimore and Ohio R. R.	96.00	6	4,104.00	.....	4,104.00	42.75	.....	
10028	Baltimore and Annapolis	Annapolis and Baltimore Short Line R. R.	28.22	9	1,206.40	.....	1,206.40	42.75	.....	
			1,441.69		525,284.43	65,310.85	390,595.28			
VIRGINIA.										
11001	Washington, D. C., and Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	115.90	20	37,557.50	13,908.00	51,465.50	324.05	120.00	
11002	Alexandria and Lynchburgh	Richmond and Danville R. R.	106.40	18.50	57,477.88	19,106.00	76,613.88	345.42	115.00	
11003	Manassas and Strasburg	do	62.93	6	4,060.19	.....	4,060.19	64.88	.....	
11004	Alexandria and Round Hill	do	60.63	12	3,376.51	.....	3,376.51	68.63	.....	
11005	Newport News, Va., and Huntington, W. Va.	Chesapeake and Ohio Rwy.	494.18	18.02	58,970.99	.....	58,970.99	118.86	.....	
11006	Richmond and North Danville	Richmond and Danville R. R.	140.71	14	17,445.22	.....	17,445.22	123.94	.....	
11007	Richmond and West Point	do	58.72	10	2,284.48	.....	2,284.48	66.00	.....	
11008	Richmond and Petersburg	Richmond and Petersburg R. R.	23.89	32	6,459.51	1,871.20	8,330.71	276.17	80.00	
11009	Petersburgh, Va., and Weldon, N. C.	Petersburgh R. R.	64.00	17	16,790.36	5,120.00	21,910.36	262.49	80.00	
11010	Petersburgh and City Point	Norfolk and Western R. R.	10.47	6	447.59	.....	447.59	42.75	.....	
11011	Petersburgh and Norfolk	do	82.18	13	7,799.70	.....	7,799.70	94.01	.....	
11012	Petersburgh and Lynchburgh	do	123.70	7	9,730.24	.....	9,730.24	78.66	.....	
11013	Lynchburgh, Va., and Bristol, Tenn.	do	204.40	14	37,574.85	10,220.00	47,794.85	183.83	50.00	
11014	State Spring and Saltville	do	9.65	6	412.53	.....	412.53	42.75	.....	
11015	Portsmouth, Va., and Weldon, N. C.	Seaboard and Roanoke R. R.	78.98	12	6,550.60	.....	6,550.60	82.84	.....	
11016	Lynchburgh and North Danville	Richmond and Danville R. R.	63.72	14	18,205.75	5,914.80	24,120.55	277.02	90.00	
11017	Bermuda Hundred and Wintercock	Bright Hope Rwy.	28.61	6	978.40	.....	978.40	34.20	.....	
11018	Washington, D. C., and Alexandria, Va.	Alexandria and Washington R. R.	7.42	45	2,582.04	883.30	3,465.38	347.99	115.00	
11019	Sutherland, Va., and Milton, N. C.	Richmond and Danville R. R.	7.28	13	310.86	.....	310.86	42.75	.....	
11020	Federicksburgh and Orange C. H.	Potomac, Fredericksburgh and Piedmont R. R.	38.00	6	1,667.25	.....	1,667.25	42.75	.....	



No.	Line	Length	Value	Pay	Notes
11021	Hagerstown, Md., and Tennessee, Va.	239.60	225,804.84	25.00	
11022	Kila and Bucke, Mount	187.07	17,107.95	136.40	
11023	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11024	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11025	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11026	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11027	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11028	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11029	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11030	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11031	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11032	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11033	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11034	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11035	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11036	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11037	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11038	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11039	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11040	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11041	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11042	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11043	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
11044	Richmond and Danville, R. R.	187.07	17,107.95	136.40	
12001	Harper's Ferry, W. Va., and Lexington, Va.	165.54	15,285.96	92.34	
12002	Grafton and Parkersburg	104.50	47,494.20	374.49	
12003	Volcano Junction and Volcano	7.02	39.10	42.75	
12004	Pennsboro and Harrisville	9.09	388.59	42.75	
12005	Pittsburgh, Cincinnati and St. Louis Rwy.	24.00	1,785.36	74.39	
12006	Clarksburg, Weston and Transportation Co.	27.07	2,000.02	76.10	
12007	West Virginia Central and Pittsburgh Rwy.	9.14	390.73	42.75	

C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railroad way post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railroad way post-office care.	Remarks.
	MARYLAND—continued.				Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
10026	St. Anne's Station (n. c.) and Cambridgeville	Baltimore and Potomac R. R.	8.93	12	168.00	.....	168.00	42.75	.....	
10027	Philadelphia, Pa., and Baltimore, Md.	Baltimore and Ohio R. R.	96.00	6	4,104.00	.....	4,104.00	42.75	.....	
10028	Baltimore and Annapolis	Annapolis and Baltimore Short Line R. R.	23.22	9	1,206.40	.....	1,206.40	42.75	.....	
			1,441.69		325,284.43	65,810.85	390,595.28			
	VIRGINIA.									
11001	Washington, D. C., and Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	115.90	20	37,557.30	13,908.00	51,465.30	324.05	120.00	
11002	Alexandria and Lynchburgh	Richmond and Danville R. R.	166.40	18.50	57,477.83	19,138.00	76,615.83	345.42	115.00	
11003	Manassas and Strasburg	do	62.93	6	4,089.19	.....	4,089.19	64.98	.....	
11004	Alexandria and Round Hill	do	50.63	12	3,376.51	.....	3,376.51	66.69	.....	
11005	Newport News, Va., and Hunting-ton, W. Va.	Chesapeake and Ohio Rwy	494.18	19.02	58,970.89	.....	58,970.89	118.58	.....	
11006	Richmond and North Danville	Richmond and Danville R. R.	140.71	14	17,445.22	.....	17,445.22	122.96	.....	
11007	Richmond and West Point	do	88.72	10	2,284.48	.....	2,284.48	66.00	.....	
11008	Richmond and Petersburg	Richmond and Petersburg R. R.	23.39	82	6,459.61	1,871.20	8,330.81	276.17	80.00	
11009	Petersburgh, Va., and Weldon, N. C.	Petersburgh R. R.	64.00	17	16,799.36	5,120.00	21,919.36	262.49	80.00	
11010	Petersburgh and City Point	Norfolk and Western R. R.	10.47	6	447.59	.....	447.59	42.75	.....	
11011	Petersburgh and Norfolk	do	82.18	13	7,799.70	.....	7,799.70	94.91	.....	
11012	Petersburgh and Lynchburgh	do	123.70	7	9,730.24	.....	9,730.24	78.66	.....	
11013	Lynchburgh, Va., and Bristol, Tenn.	do	204.40	14	37,574.85	10,220.00	47,794.85	183.83	50.00	
11014	Stade Spring and Saltville	do	9.65	6	412.53	.....	412.53	42.75	.....	
11015	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 North Danville	Richmond and Danville R. R.	65.72	14	18,205.75	5,914.80	24,120.55	277.02	90.00	
11017	Bermuda Hundred and Winterspock	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	2,382.08	853.80	3,435.88	347.99	115.00	
11019	Sutherland, Va., and Milton, N. C.	Richmond and Danville R. R.	7.26	12	310.38	.....	310.38	42.75	.....	
11020	Federicksburgh and Orange C. H.	Potomac, Fredericksburgh and Piedmont R. R.	33.00	6	1,667.25	.....	1,667.25	42.75	.....	



C.—Railroad service as in operation on the 30th of June, 1889—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 office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MARYLAND—continued.										
10026	St. Agnes Station (n. o.) and Catonsville.	Baltimore and Potomac R. R.	3.93	12	108.00	.....	168.00	43.75	.....	
10027	Philadelphia, Pa., and Baltimore, Md.	Baltimore and Ohio R. R.	96.00	6	4,104.00	.....	4,104.00	42.75	.....	
10028	Baltimore and Annapolis .....	Annapolis and Baltimore Short Line R. R.	28.22	9	1,206.40	.....	1,206.40	42.75	.....	
			1,441.69		325,284.43	65,310.85	390,595.28			
VIRGINIA.										
11001	Washington, D. C., and Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	115.90	20	37,557.39	13,908.00	51,465.39	324.05	120.00	
11002	Alexandria and Lynchburgh .....	Richmond and Danville R. R.	165.40	18.50	57,477.83	19,136.00	76,613.83	345.42	115.00	
11003	Manassas and Strasburgh .....	do	62.93	6	4,089.19	.....	4,089.19	64.98	.....	
11004	Alexandria and Round Hill .....	do	50.63	12	3,376.51	.....	3,376.51	68.69	.....	
11005	Newport News, Va., and Hunting-ton, W. Va.	Chesapeake and Ohio Rwy.	496.18	19.02	53,970.99	.....	53,970.99	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	2,284.43	.....	2,284.43	58.40	.....	
11008	Richmond and Petersburg .....	Richmond and Petersburg R. R.	23.29	32	6,459.61	1,871.20	8,330.81	270.17	80.00	
11009	Petersburgh, Va., and Weldon, N. C.	Petersburgh R. R.	64.00	17	16,799.36	5,120.00	21,919.36	262.49	80.00	
11010	Petersburgh and City Point .....	Norfolk and Western R. R.	10.47	6	447.59	.....	447.59	42.75	.....	
11011	Petersburgh and Norfolk .....	do	82.13	13	7,709.70	.....	7,709.70	94.61	.....	
11012	Petersburgh and Lynchburgh .....	do	127.70	7	2,700.24	.....	2,700.24	78.60	.....	
11013	Lynchburgh, Va., and Bristol, Tenn.	do	204.40	14	37,474.85	10,220.00	47,694.85	183.73	50.00	
11014	Shade Spring and Saltville .....	do	6.43	8	6,412.53	.....	6,412.53	82.64	.....	
11015	Fortsmouth, Va., and Weldon, N. C.	Seaboard and Roanoke R. R.	78.98	12	6,550.92	.....	6,550.92	82.64	.....	
11016	Lynchburgh and North Danville .....	Richmond and Danville R. R.	65.72	14	16,208.79	5,014.80	21,223.59	277.62	90.00	
11017	Wernando Hundred and Winterpeak.	Bright Hope Rwy.	23.61	6	978.46	.....	978.46	34.30	.....	
11018	Washington, D. C., and Alexandria, Va.	Alexandria and Washington R. R.	7.42	45	2,082.08	833.30	2,915.38	347.69	115.00	
11019	Sutherland, Va., and Milton, N. C.	Richmond and Danville R. R.	7.26	12	310.36	.....	310.36	42.75	.....	
11020	Federicksburgh and Orange C. H.	Potomac, Fredericksburgh and Piedmont R. R.	39.00	6	1,667.25	.....	1,667.25	42.75	.....	

11621	Hagerstown, Md., and Knoxville, Va.	2239.80	14	321,894.04	5,995.19	366,299.04	176.99	25.00
11622	Alton and Beards Mountain	147.07	16	1,601.84	.....	1,601.84	42.75	.....
11623	Calverton and Washington	6.25	18	12,197.06	.....	12,197.06	82.14	.....
11624	George C. H. and Richmond, N. C.	75.00	17	411.25	.....	411.25	41.49	.....
11625	Norfolk, Va., and Richmond, N. C.	75.00	6	402.70	.....	402.70	42.75	.....
11626	Danville and Stuart, N. C.	84.29	12	5,183.25	.....	5,183.25	61.50	.....
11627	Baldwyn Falls and Lexington	76.52	6	3,271.23	.....	3,271.23	42.75	.....
11628	Chappaque and Ohio Rwy.	22.19	12	1,021.74	.....	1,021.74	46.17	.....
11629	Suffolk, Va., and Woodley, N. C.	41.87	6	1,769.94	.....	1,769.94	42.75	.....
11630	Newport News and Fort Lee, Monroe	10.75	18	707.78	.....	707.78	65.84	.....
11631	Kayville, Va., and Durham, N. C.	87.95	6	1,379.38	.....	1,379.38	43.61	.....
11632	New River Depot and Pochontas	73.69	6	2,355.52	.....	2,355.52	56.43	.....
11633	Clarksburg and Bedford	55.10	6	803.70	.....	803.70	42.75	.....
11634	Norfolk and Virginia Beach	18.80	6	.....	.....	.....	.....	.....
11635	Emporia, Va., and Margarettsville, N. C.	13.77	6	802.41	.....	802.41	42.75	.....
11636	Suffolk and Whaleyville	13.17	6	563.01	.....	563.01	42.75	.....
11637	North Danville, Va., and Charlotte, N. C.	143.21	14	38,838.63	12,838.90	51,794.53	47.04	90.00
11638	Polaski City and Ivanhoe Furnace	32.23	6	1,384.94	.....	1,384.94	42.75	.....
11639	Bristol, Tenn., and Clinchport, Va.	44.01	6	1,876.97	.....	1,876.97	42.75	.....
11640	Bremont Bluff and Arvonla	4.23	6	210.75	.....	210.75	42.75	.....
11641	Norfolk and Bedford	77.95	6	8,332.36	.....	8,332.36	42.75	.....
11642	Graham and Towsewell C. H.	20.89	6	982.45	.....	982.45	47.03	.....
11643	Lynchburg and Rutabough	11.99	6	507.87	.....	507.87	42.75	.....
11644	Chesapeake and Ohio Rwy.	4.23	6	412,870.25	75,107.20	488,777.45	.....	.....
11645	Atlantic and Danville Rwy.	77.95	6	15,285.96	.....	15,285.96	92.34	.....
11646	Norfolk and Western R. R.	20.89	6	39,134.20	8,360.00	47,494.20	874.40	80.00
11647	Lynchburg and Durham R.R.	11.99	6	300.10	.....	300.10	42.75	.....
11648	Pennsboro and Harrieville, Ritchie County Rwy.	9.09	12	388.59	.....	388.59	42.75	.....
11649	Pittsburgh, Cincinnati and St. Louis Rwy.	21.00	24	1,785.36	.....	1,785.36	74.39	.....
11650	Clarkburg, Weston and Glenville R. R. and Trans-plantation Co.	27.07	18	2,000.02	.....	2,000.02	76.10	.....
11651	West Virginia Central and Pittsburgh Rwy.	9.14	6	390.73	.....	390.73	42.75	.....
12701	Harper's Ferry, W. Va., and Lexington, Va.	165.54	14.53	15,285.96	.....	15,285.96	92.34	.....
12702	Grafton and Parkersburg	104.50	21.15	39,134.20	8,360.00	47,494.20	874.40	80.00
12703	Volcano Junction and Volcano	7.02	12	300.10	.....	300.10	42.75	.....
12704	Pennsboro and Harrieville, Ritchie County Rwy.	9.09	12	388.59	.....	388.59	42.75	.....
12705	Wheeling Junction (n.o.) and Wheeling	21.00	24	1,785.36	.....	1,785.36	74.39	.....
12706	Clarkburg and Weston	27.07	18	2,000.02	.....	2,000.02	76.10	.....
12707	Piedmont and Shaw	9.14	6	390.73	.....	390.73	42.75	.....

C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average number of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for railway post office cars. Dollars.	Total annual pay. Dollars.	Cost per mille for transportation. Dollars.	Cost per mille for office cars. Dollars.	Remarks.
<b>WEST VIRGINIA—continued.</b>										
12008	Winifrede Junction (n. o.) and Winifrede.	Winifrede R. R.	4.54	7	194.08	.....	194.08	42.75	.....	
12009	Shaw and Davis	West Virginia Central and Pittsburgh Rwy.	45.82	12	1,958.79	.....	1,958.79	42.75	.....	
12010	Charleston, W. Va., and Point Pleasant Junction (n. o.).	Kanawha and Ohio Rwy.	59.70	6.20	2,807.69	.....	2,807.69	47.03	.....	
12011	West-n and Buckhannon	West-n and Buckhannon R. R.	16.29	12	724.25	.....	724.25	44.46	.....	
12012	Grafton and Bechtel	Grafton and Greenbrier R. R.	42.00	6	2,046.66	.....	2,046.66	48.73	.....	
12013	Wheeling and Point Pleasant	Ohio River R. R.	172.29	18.05	12,963.09	.....	12,963.09	75.34	.....	
12014	Green Spring and Romney	Baltimore and Ohio R. R.	16.64	12	711.36	.....	711.36	42.75	.....	
12015	Benwood Junction (n. o.) and Wheeling.	do	4.00	50	584.84	.....	584.84	146.21	.....	
12016	Blue Stone Junction (n. o.) and Flippling.	Norfolk and Western R. R.	9.42	6	834.73	.....	834.73	42.75	.....	Pay not fixed on 1.59 miles.
12017	Morantown and Fairmont	Baltimore and Ohio R. R.	25.95	12	1,176.05	.....	1,176.05	45.32	.....	
12018	Yeast.	West Virginia Central and Ohio River R. R.	23.87	6	1,653.67	.....	1,653.67	57.29	.....	
12019	Piedmont, W. Va., and Cumberland, Md.	Pittsburgh Rwy.	43.32	6	468.11	.....	468.11	42.75	.....	Pay not fixed.
12020	Point Pleasant and Huntington	Tunnelton, Kingwood and Fairchance R. R.	10.95	6	468.11	.....	468.11	42.75	.....	
12021	Tunnelton and Kingwood	Norfolk and Western R. R.	8.10	6	846.27	.....	846.27	42.75	.....	
12022	Cooper's and Elk Horn	Baltimore and Ohio R. R.	6.41	15	274.02	.....	274.02	42.75	.....	
12023	Hancock Station (n. o.) and Berkeley Springs	do	.....	.....	.....	.....	.....	.....	.....	
12024	Douglas and Jackson C. H.	Bibley and Mill Creek Valley R. R.	13.40	6	572.85	.....	572.85	42.75	.....	
12025	Harrison (n. o.) and Elk Garden	West Virginia Central and Pittsburgh Rwy.	7.15	6	.....	.....	.....	.....	.....	Do.
12026	Sewell Depot and Cliff Top	Longdale Iron Co.	10.10	6	.....	.....	.....	.....	.....	Do.
			871.31		86,161.42	8,860.00	94,521.42			
12001	<b>NORTH CAROLINA.</b>		97.28	12	10,147.27	.....	10,147.27	104.81	.....	
	Raleigh and Weldon	Raleigh and Gaston R. R.	.....	.....	.....	.....	.....	.....	.....	

[illegible]

**Pay not fixed.**

**Do.**

C.—Railroad service as in operation on the 30th of June, 1889—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 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.	
13939	NORTH CAROLINA—continued.	Mackey's Ferry and Lee's Mills.....	4.48	6						Pay not fixed. Do.
13940		Winston and Walnut Cove.....	18.52	6						
			2,152.20		196,830.20	12,949.60	209,779.80			
14001		Columbia and Greenville.....	144.33	10.21	11,722.48		11,722.48	81.22		
14002			183.17	13.54	40,463.31	7,176.00	47,639.31	209.47		
14003		SOUTH CAROLINA.	131.04	23.46	17,141.24		17,141.24	130.81		
14004			115.00	21	27,038.80	7,475.00	34,513.80	235.12		
14005			102.44	21	28,012.58	6,638.60	34,651.18	235.83		
14006			40.78	6	2,545.07		2,545.07	62.41		
14007			89.91	6	4,599.06		4,599.06	56.57		
14008	ALABAMA.	Alston and Spartanburg.....	68.58	7	4,631.89		4,631.89	67.54		R. P. O. 110.40 miles, Florence and Wil- mington.  Pay between Newton and Hickory, 10.10 miles, at \$16.24 per mile.
14009		Hudges and Abbeville C. H.....	11.85	6	506.58		506.58	42.75		
14010		Port Royal, S. C., and Augusta, Ga.....	112.54	8.22	6,446.29		6,446.29	57.28		
14011		Spartanburg, S. C., and Asheville, N. C.....	71.92	7	4,796.34		4,796.34	66.69		
14012		Newberry C. H. and Laurens C. H.....	31.76	6	1,357.74		1,357.74	42.75		
14013		Chester and Lancaster C. H.....	20.47	6	1,335.28		1,335.28	45.31		
14014		Chester, S. C., and Wadesborough, N. C.....	24.30	6	1,394.16		1,394.16	53.01		
14015		Lawson and Sumter.....	40.69	14	2,504.87		2,504.87	61.56		
14016		Clinton and Walhalla.....	44.33	6	2,577.34		2,577.34	58.14		
14017		Branchville, S. C., and Augusta, Ga.....	75.14	20	7,773.23		7,773.23	103.45		
14018		Kingville and Camden.....	38.03	12	2,489.42		2,489.42	63.27		
14019		Blackville and Barrow C. H.....	9.04	14	412.10		412.10	42.75		
14020	GREENWOOD AND SPARTANBURG.	Laurens and Georgetown.....	26.00	14	1,692.72		1,692.72	47.02		
14021		Port Royal and Western Car- olina Rwy.....	95.20	7	8,509.26		8,509.26	83.01		



14072	Ellenore and Peggabelle.....	Fort Royal and Western Carolina Rwy.	Green Pond, Walterboro, and Branchville Rwy.	Blackville, Alston and Newberry R. R.	Charleston, Clifton and Chicago R. R.	Charleston and Savannah Rwy.	Bienville R. R.	Florida R. R.	Carolina, Cumberland Gap and Chicago R. R.	Richmond and Danville R. R.	Western and Atlantic R. R.	Atlanta and West Point R. R.	Georgia R. R.	Central R. R. and Banking Co.	Georgia R. R.	do	Rome R. R.	Savannah, Florida and Western Rwy.	Central R. R. and Banking Co.	Southwestern R. R.	Central R. R. and Banking Co.	East Tennessee, Virginia and Georgia Rwy.	Milledgeville and Eatonton R. R.	Wrightsville and Tennille R. R.	Southwestern R. R.	do	Savannah, Florida and Western Rwy.	Upson County R. R.	East and West R. R. Co. of Ala.	Georgia R. R.	Savannah, Griffin and North Alabama R. R.	Brunswick and Western R. R.	17	1,549.45 2,541.91	3,540.45 4,541.91	42.75 42.75	42.75 42.75	868.41	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 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675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02	242.67 675.02</
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C.—Railroad service as in operation on the 30th of June, 1889—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.	
GEORGIA—continued.										
15024	Columbus and Greenville.....	Savannah and Western R. R.	50.78	6	2,344.51	46.17	2,344.51	46.17	.....	
15025	Athens and Lula.....	Richmond and Danville R. R.	38.53	12	2,774.95	70.11	2,774.95	70.11	.....	
15026	Toccoa and Elberton.....	do	50.62	6	2,468.71	48.78	2,468.71	48.78	.....	
15027	Sandersville and Tonnelle.....	Sandersville and Tonnelle R. R.	3.29	6	140.64	42.75	140.64	42.75	.....	
15028	Wadley and Louisville.....	Louisville and Wadley R. R.	10.42	6	445.45	42.75	445.45	42.75	.....	
15029	Hartwell and Bowersville.....	Richmond and Danville R. R.	10.22	6	436.90	42.75	436.90	42.75	.....	
15030	Marietta, Ga., and Murphy, N. C.....	Marietta and North Georgia R. R.	110.00	6	5,360.30	48.73	5,360.30	48.73	.....	
15031	Thomasville and Bainbridge.....	Savannah, Florida and Western Rwy.	37.97	8.70	2,986.72	78.06	2,986.72	78.06	.....	
15032	Swansea and Lawrenceville.....	Richmond and Danville R. R.	9.96	6	425.79	42.75	425.79	42.75	.....	
15033	Talbotton and Haddock (n. o.).....	Talbotton R. R.	7.04	6	300.96	42.75	300.96	42.75	.....	
15034	Gainesville and Social Circle.....	Gainesville, Jefferson and Southern R. R.	52.29	7.15	2,235.39	42.75	2,235.39	42.75	.....	
15035	Roswell Junction (n. o.) and Roswell.....	Richmond and Danville R. R.	10.69	6	456.99	42.75	456.99	42.75	.....	
15036	Dupont, Ga., and Gainesville, Fla.....	Savannah, Florida and Western Rwy.	119.31	7	8,568.84	71.82	8,568.84	71.82	.....	
15037	Augusta, Ga., and Greenwood, S. C.....	Port Royal and Western Carolina Rwy.	67.75	7	4,402.39	64.98	4,402.39	64.98	.....	
15038	Cochran and Hawkinsville.....	East Tennessee, Virginia and Georgia Rwy.	10.62	12	449.73	42.75	449.73	42.75	.....	
15039	Smithville and Albany.....	Southwestern R. R.	24.12	21	2,278.87	603.00	3,881.87	135.84	25.00	
15040	Albany and Blakely.....	do	50.38	6	2,498.34	49.59	2,498.34	49.59	.....	
15041	Cuthbert and Fort Gaines.....	do	23.41	6	1,000.77	42.75	1,000.77	42.75	.....	
15042	Athens, Ga., and Birmingham, Ala.....	Richmond and Danville R. R.	167.88	14	21,673.30	129.10	21,673.30	129.10	.....	
15043	Cornelia and Tallulah Falls.....	Blue Ridge and Atlantic R. R.	21.13	7	939.43	44.49	939.43	44.49	.....	
15044	Climax, Ga., and Chattahoochee, Fla.....	Savannah, Florida and Western Rwy.	52.17	7	2,667.85	82.83	2,667.85	82.83	.....	
15045	Bellmont and Jefferson.....	Gainesville, Jefferson and Southern R. R.	13.84	6	570.28	42.75	570.28	42.75	.....	
15046	Sylvania and Rocky Ford.....	Sylvania R. R.	14.97	12	619.96	42.75	619.96	42.75	.....	
15047	Americus and Burnsville.....	Savannah and Western R. R.	29.79	6	1,273.52	42.75	1,273.52	42.75	.....	
15048	Augusta and Sandersville.....	Augusta, Gibson and Sandersville R. R.	81.16	6	8,460.50	42.75	8,460.50	42.75	.....	
15049	Wrightsville and Dublin.....	Wrightsville and Tonnelle R. R.	20.09	6	901.90	47.88	901.90	47.88	.....	

19030	Abbeville and Louisa.....	Atlanta, R. R. ....	110. 08	7	4, 705. 92	4, 705. 92	
19031	Columbia and McDonough .....	Georgia Middleland and Gulf R. R. ....	96. 70	6	4, 410. 43	4, 410. 43	
19032	Macon and Athens.....	Covington and Macon R. R. ....	106. 77	6	4, 105. 79	4, 105. 79	
19033	Madville and Swainborough .....	Madville and Swainborough R. R. ....	18. 42	6	787. 45	787. 45	
19034	Vacant.....	Johns Thompson & Co. ....					
19035	Rogers and Summit.....	Rogers and Summit R. R. ....	20. 00	6	855. 00	855. 00	
19036	Atlanta and Fort Valley.....	Atlanta and Florida R. R. ....	105. 14	6	4, 494. 72	4, 494. 72	
19037	Chattanooga, Tenn., and Carrollton, Ga. ....	Chattanooga, Rome and Columbus R. R. ....	138. 00	7	7, 531. 36	7, 531. 36	
19038	Macon and Valdosta.....	Georgia Southern and Florida R. R. ....	152. 40	6			
			4, 359. 95		480, 278. 44	540, 469. 04	
	FLORIDA.						
19039	Fernandina and Cedar Keys.....	Florida Central and Peninsular R. R. ....	155. 84	7. 64	10, 018. 05	10, 018. 95	
19040	Lake City and River Junction .....	do .....	351. 87	13. 50	10, 283. 11	10, 283. 11	
19041	Pensacola and Flomont .....	Louisville and Nashville R. R. ....	43. 43	21	3, 178. 20	73. 18	
19042	J. T. and K. W. Junction (n. o.) and New Smyrna.....	Atlantic and Western R. R. ....	28. 09	6	1, 200. 84	42. 75	
19043	Pensacola and Millview.....	Pensacola and Pensacola R. R. ....	10. 50	6	448. 87	42. 75	
19044	Jacksonville and Lake City.....	Florida Central and Peninsular R. R. ....	60. 26	17. 43	5, 028. 09	53. 44	
19045	Sunford and Tampa.....	South Florida R. R. ....	115. 59	13	16, 809. 25	146. 20	
19046	Astor and Lane Park.....	Florida Southern Rwy. ....	34. 53	6	1, 476. 15	42. 75	
19047	Hurt's Road and Jacksonville.....	Florida Central and Peninsular R. R. ....	25. 41	13	1, 030. 27	42. 75	
19048	Sunford and Oviedo.....	Sunford and Indian River R. R. ....	17. 36	6	742. 14	42. 75	
19049	Waldo and Tavares.....	Florida Central and Peninsular R. R. ....	96. 85	13	8, 237. 18	100. 03	
19050	Polk and Gainesville.....	Florida Southern Rwy. ....	50. 12	7. 31	4, 756. 38	94. 90	
19051	Tallahassee and St. Mark's.....	Florida Central and Peninsular R. R. ....	22. 03	3	941. 78	42. 75	
19052	Rechele and Fort Macon.....	Florida Southern Rwy. ....	80. 76	7. 08	7, 387. 92	91. 48	
19053	Pensacola and River Junction .....	Pensacola and Atlantic R. R. ....	161. 20	14	11, 687. 00	77. 50	
19054	Jacksonville and St. Augustine.....	Jacksonville, St. Augustine and Halifax River Rwy. ....	37. 71	20	3, 224. 20	82. 50	
19055	McAnany Junction (n. o.) and McAnany.....	Florida Southern Rwy. ....	3. 86	6	165. 01	42. 75	
19056	Jacksonville and Sunford.....	Jacksonville, Tampa and Key West Rwy. ....	135. 30	20	23, 246. 90	185. 53	
19057	Wildwood and Plant City.....	Florida Central and Peninsular R. R. ....	63. 80	6	2, 295. 10	34. 88	
19058	De Land Junction (n. o.) and De Land.....	St. John's and De Land Rwy. ....	4. 10	19	196. 30	47. 88	

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C.—Railroad service as in operation on the 30th of June, 1899.—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, railway post.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	dollars.	Dollars.	
16021	Wahneia and Bartow.....	South Florida R. R.....	17.67	19	755.39	755.39	755.39	42.75	42.75	
16022	Tavares and Orlando.....	Tavares, Orlando and Atlantic R. R.....	33.55	13	2,409.56	2,409.56	2,409.56	71.82	71.82	
16023	Leesville and Brookville.....	Florida Southern Rwy.....	40.46	6	3,069.41	3,069.41	3,069.41	74.38	74.38	
16024	Pemberton and Bartow.....	South Florida R. R.....	57.39	6	4,072.39	4,072.39	4,072.39	70.96	70.96	
16025	Edtuprise Junction (n. o.) and Titusville.....	Jacksonville, Tampa and Key West Rwy.....	40.69	12.68	3,096.10	3,096.10	3,096.10	76.09	76.09	
16026	Bartow and Punta Gorda.....	Florida Southern Rwy.....	75.40	6	4,963.58	4,963.58	4,963.58	65.83	65.83	
16027	St. Augustine and Palatka.....	St. Augustine and Palatka Rwy.....	24.90	12	1,064.47	1,064.47	1,064.47	42.75	42.75	
16028	Sanford and Tavares.....	Jacksonville, Tampa and Key West Rwy.....	29.95	6	1,331.57	1,331.57	1,331.57	44.46	44.46	
16029	Montroe (n. o.) and St. Petersburg.....	Orange Belt Rwy.....	140.20	7.25	9,318.05	9,318.05	9,318.05	62.42	62.42	
16030	Jacksonville and Pablo Beach.....	Jacksonville and Atlantic R. R.....	17.38	6	742.90	742.90	742.90	42.75	42.75	
16031	Palatka and Daytona.....	St. John's and Halifax R. R.....	54.24	6	8,292.36	8,292.36	8,292.36	60.70	60.70	
16032	Lake City and Fort White.....	Savannah, Florida and Western Rwy.....	21.93	12	937.50	937.50	937.50	42.75	42.75	
16033	Ocala and Homosassa.....	Silver Springs, Ocala and Gulf R. R.....	48.98	6	2,093.89	2,093.89	2,093.89	42.75	42.75	
16034	Tavares and Clermont.....	Tavares, Apopka and Gulf R. R.....	29.34	6	1,254.29	1,254.29	1,254.29	42.75	42.75	
16035	Thomasville, Ga., and Monticello, Fla.....	Savannah, Florida and Western Rwy.....	24.84	14	1,104.38	1,104.38	1,104.38	44.46	44.46	
16036	Jacksonville and Mayport.....	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.....	18.61	6	795.57	795.57	795.57	42.75	42.75	
			1,975.23		152,741.13	152,741.13	152,741.13			
	ALABAMA.									
17001	Montgomery, Ala., and West Point, Ga.....	Western Rwy. Co. of Alabama.....	86.60	21	21,540.08	4,330.00	25,870.08	248.80	50.00	
17002	Montgomery and Selma.....	do.....	51.20	20	5,734.40		5,734.40	112.00		
17003	Montgomery and Etowah.....	Montgomery and Etowah Rwy.....	50.57	17.04	9,181.61		9,181.61	113.71		
17004	Montgomery and Decatur.....	South and North Alabama R. R.....	183.80	14	24,356.38	4,596.50	28,952.88	132.60	25.00	All land grant.

		211.89	14.75	42,601.58		42,601.58	150.48	38 miles, Stevenson and Chattanooga, at \$38.47 per mile.
17000	Memphis, Tenn., and Chattanooga, Tenn.							
17001	Salina and Akron Junction	07.69	7	4,108.78		4,108.78	60.70	
17002	Opelika and Columbus	29.58	14	2,453.06		2,453.06	82.83	
17003	Columbus, Ga., and Troy, Ala.	83.03	13	4,078.83		4,078.83	58.12	
17004	Salina, Ala., and Meridian, Miss.	110.78	7	7,573.98		7,573.98	68.40	
17005	Salina, Ala., and Cleveland, Tenn.	263.92	15.21	19,897.56		19,897.56	85.60	158 miles, Salina and Helena (n. o.), land grant, at \$68.40 per mile.
17006	Sheffield and Jasper	87.70	7	8,809.14		8,809.14	44.46	
17007	Mobile and Montgomery	179.34	14	85,486.18	8,907.00	44,452.18	222.28	119.46 miles, Flomston and Montgomery, land grant, at \$182.63 per mile.
17008	Mobile, Ala., and New Orleans, La.	140.06	17.68	81,014.88	7,003.00	88,017.88	221.44	289.80 miles, Warr-hatchee (n. o.) and Meridian, land grant, at \$182 per mile.
17009	Opelika and Rome	39.38	6	1,883.51		1,883.51	47.88	
17010	Chattanooga, Tenn., and Meridian, Miss.	293.80	14.22	89,210.65	7,390.00	46,000.65	165.01	
17011	Opelika and Birmingham	128.73	7	7,595.07		7,595.07	59.00	
17012	Salina and Pine Apple Station (n. o.)	46.40	6	2,816.48		2,816.48	60.70	
17013	Douville and Wheeling Station (n. o.)	4.60	6.63	196.65		196.65	42.75	
17014	Chickaw (n. o.) and Tuskegee	6.00	14	256.50		256.50	42.75	
17015	Yonah							
17016	Enfoula and Ozark	59.51	7	2,593.23		2,593.23	43.61	Pay based on a service of not less than six round trips per week.
17017	Salina and Martin's Station	20.32	4	868.68		868.68	42.75	
17018	Birmingham and Pratt Mines	6.80	12	290.70		290.70	42.75	
17019	Elmore and Wetumpka	6.91	14	295.40		295.40	42.75	
17020	Tusculum and Florence	5.63	6	250.30		250.30	44.46	
17021	Flomston and Repton	30.15	3	1,288.91		1,288.91	42.75	Pay based on a service of not less than six round trips per week.
17022	Montgomery and Laverne	51.69	6	1,966.50		1,966.50	42.75	Pay not fixed on 6.69 miles.
17023	Woodstock and Elberton	9.16	12	391.59		391.59	42.75	
17024	Anniston and Athens	63.96	12	2,308.79		2,308.79	42.75	
17025	Talladega and Pell City	23.96	12	1,198.57		1,198.57	46.17	
17026	Shelby and Junction Station (n. o.)	6.67	12	285.14		285.14	42.75	
17027	Elora, Tenn., and Huntsville, Ala.	27.62	6	1,180.75		1,180.75	42.75	
17028	Nashville, Chattanooga and St. Louis Rwy.							

C.—Railroad service as in operation on the 30th of June, 1889.—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 office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
ALABAMA—continued.										
17023	Rome, Ga., and Attalla, Ala.	Rome and Decatur R. R.	63.76	6	2,723.17	.....	2,723.17	42.75	.....	12.83 miles, Merlon Junction and Selma, at \$12.83 per mile. Pay not fixed.
17034	Mobile and Selma.	Mobile and Birmingham Rwy.	163.22	7	7,575.76	.....	7,575.76	40.59	.....	
17055	Anniston and Attalla.	Anniston and Cincinnati R. R.	35.99	20	1,846.28	.....	1,846.28	51.30	.....	
17036	Birmingham and Oneonta.	Birmingham Mineral R. R.	36.68	6	.....	.....	.....	.....	.....	
			2,803.00		289,878.09	32,286.50	322,164.59			
MISSISSIPPI.										
18001	New Orleans, La., and Calro, Ill.	Illinois Central R. R.	550.11	15.39	95,009.49	16,503.30	111,512.79	172.71	30.00	25.21 miles, Jackson to Meridian, land grant, at \$104.64 per mile. All land grant.
18002	Memphis, Tenn., and Grenada, Miss.	do	100.37	7	9,868.37	.....	9,868.37	98.32	.....	
18003	Vicksburg and Meridian.	Vicksburg and Meridian R. R.	140.70	7	15,913.32	.....	15,913.32	130.81	.....	
18004	Mobile, Ala., and Calro, Ill.	Mobile and Ohio R. R.	495.57	7	40,676.38	.....	40,676.38	82.08	.....	
18005	Columbus, Miss., and Birmingham, Ala.	Richmond and Duville R. R.	124.53	7	8,538.37	.....	8,538.37	68.40	.....	
18006	Grenada and Eagle's Nest.	Louisville, New Orleans and Texas Rwy.	19.62	7	838.75	.....	838.75	42.75	.....	
18007	Mulden and Aberdeen.	Mobile and Ohio R. R.	9.46	14	452.94	.....	452.94	47.88	.....	
18008	Middleton, Tenn., and Pontotoc, Miss.	Ship Island, Ripley and Kentucky R. R.	62.68	7	2,679.56	.....	2,679.56	42.75	.....	
18009	Durant and Aberdeen.	Illinois Central R. R.	108.63	7	6,779.59	.....	6,779.59	62.41	.....	
18010	Natchez and Jackson.	Natchez, Jackson and Columbus R. R.	99.54	8.01	9,872.37	.....	9,872.37	99.18	.....	
18011	Greenville and Stonewille.	Richmond and Danville R. R.	9.60	6	410.40	.....	410.40	42.75	.....	
18012	Greenwood and Pecta.	Illinois Central R. R.	18.12	6	774.63	.....	774.63	42.75	.....	
18013	Stonewille and Johnsonville.	Richmond and Danville R. R.	29.44	6	873.81	.....	873.81	42.75	.....	
18014	Arcadia and Columbus.	Mobile and Ohio R. R.	14.61	21	886.82	.....	886.82	42.75	.....	
18015	Arcadia and Starkville.	do	11.52	20.77	592.27	.....	592.27	43.60	.....	
18016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.	196.30	14	21,610.92	4,007.50	25,618.42	110.29	25.00	
18017	Vacant.									

Year	Location	Pay not fixed	Pay not fixed on 0.55 milles.
1891	Jefferson and Greenwood, La.	100.46	0, 613.28
1892	Memphis, Tenn., and New Orleans, La.	453.50	51, 027.20
1893	Lebanon, Miss., and Arkansas City, Ark.	24.44	1, 890.45
1894	Memphis, Tenn., and Birmingham, Ala.	251.60	16, 132.59
1895	Winnick Junction (n. o.) and Glen Allen, Tenn.	34.34	1, 538.75
1896	Durant and Toluca, Mo.	26.57	1, 135.86
1897	Anory and Abertown, Tenn.	13.99	567.64
1898	Lamont and Rosedale, Tenn.	25.63	
1899	St. Louis Rwy.	2, 914.72	310, 051.76
1900	Nashville, Chattanooga and St. Louis Rwy.	31.52	2, 132.76
1901	Bristol and Chattanooga	242.79	55, 732.44
1902	Rogersville and Bull's Gap	16.73	801.03
1903	Nashville and Chattanooga	151.00	28, 403.10
1904	Fayetteville and Decherd	40.41	2, 211.23
1905	Nashville, Tenn., and Decatur, Ala.	121.75	24, 591.06
1906	Nashville, Tenn., and Hickman, Ky.	171.10	22, 906.75
1907	Knoxville and Zelle	65.51	5, 654.78
1908	Morristown and Kinzel (n. o.)	43.50	3, 607.45
1909	Tracy City and Cowan	20.03	856.28
1910	Oglethorpe, Tenn., and Cohutta, Ga.	11.54	680.74
1911	Dunlap, Tenn., and Bridgeport, Ala.	38.06	1, 637.06
1912	Tallahoma and Bon Air Coal Mine	67.69	3, 813.87
1913	Knoxville and Maryville	18.49	790.44
1914	Columbia and Fayetteville	48.87	2, 083.19
1915	Dickson and Kimmins	47.07	2, 012.24
1916	Columbia, Tenn., and Shofield, Ala.	56.85	5, 494.99
1917	Johnson City, Tenn., and Cranberry, N. C.	34.19	1, 461.62
1918	Moscow and Somerville	13.57	580.11
1919	Wartrace and Shelbyville	8.36	435.97
1920	Spring City and Jewett	12.31	536.25

H. Ex. 1, pt. 4—19

C.—Railroad service as in operation on the 30th of June, 1899—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 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.	
TENNESSEE—continued.										
19022	Kearney and Clinton.....	East Tennessee, Virginia and Georgia Rwy.	30.57	7	2,352.36	.....	2,352.36	76.95	.....	
19023	Iron City and Pinkney .....	Nashville, Florence and Sheffield Rwy.	11.05	6	498.03	.....	498.03	42.75	.....	
19024	Cadizville, Tenn., and Princeton, Ky.	Louisville and Nashville R. R.	57.53	6	2,450.40	.....	2,450.40	42.75	.....	
19025	Inman and Victoria .....	Nashville, Chattanooga and St. Louis Rwy.	5.08	6	242.82	.....	242.82	42.75	.....	
19026	Gallatin, Tenn., and Scottsville, Ky.	Chesapeake and Nashville Rwy.	35.87	6	1,686.96	.....	1,686.96	47.03	.....	
19027	Memphis and Perryville .....	Tennessee Midland Rwy.	135.40	6	200.92	.....	200.92	.....	.....	Pay not fixed.
19028	Moffatt (n. o.) and Troy .....	Troy and Tiptonville R. R.	4.70	13	.....	.....	.....	42.75	.....	
			1,572.80		158,778.60	15,183.25	173,961.85			
KENTUCKY.										
20001	Elkton and Guthrie .....	Louisville and Nashville R. R.	12.07	12	515.99	.....	515.99	42.75	.....	
20002	Cincinnati, Ohio, and Lexington, Ky.	Kentucky Central Rwy.	100.31	18	13,807.66	.....	13,807.66	137.65	.....	
20003	La Grange and Lexington .....	Louisville and Nashville R. R.	67.53	19	7,621.42	.....	7,621.42	112.86	.....	
20004	Cincinnati, Ohio, and Louisville, Ky.	.....do.....	110.10	24.48	39,725.18	6,540.00	46,265.18	360.81	60.00	R. P. O. 109 miles Cincinnati and Louisville Junction (n. o.).
20005	Louisville, Ky., and Nashville, Tenn.	.....do.....	186.14	24.05	59,361.90	11,168.40	70,530.30	318.91	60.00	
20006	Trumpton and Springfield .....	.....do.....	36.74	12	1,947.58	.....	1,947.58	53.01	.....	
20007	Lebanon Junction, Ky., and Jellico, Tenn.	.....do.....	171.44	15.31	22,806.66	.....	22,806.66	133.28	.....	
20008	Bowling Green, Ky., and Memphis, Tenn.	.....do.....	262.70	16.11	57,499.77	7,881.00	65,380.77	218.88	30.00	
20009	Louisville, Ky., and Memphis, Tenn.	Newport News and Mississippi Valley Co.	392.00	14.15	47,255.60	.....	47,255.60	120.55	.....	
20010	Elizabethtown and Cecilian .....	.....do.....	6.22	12	265.90	.....	265.90	42.75	.....	
20011	Glasgow Junction and Glasgow .....	Louisville and Nashville R. R.	11.03	10	612.93	.....	612.93	65.57	.....	
20012	Andover and Shelbyville .....	.....do.....	19.44	18	1,196.71	.....	1,196.71	61.56	.....	
20013	Willard and Grounds .....	Eastern Kentucky Rwy.	34.31	6.84	1,466.75	.....	1,466.75	42.75	.....	
20014	Owensboro and Nashville .....	Owensboro and Nashville R. R.	85.65	9.32	5,784.80	.....	5,784.80	67.54	.....	





C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week.	Annual pay for transportation.	Annual pay for railway post office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	<b>NORTH CAROLINA—continued.</b>									
13039	Mackey's Ferry and Lee's Mills.	Albemarle and Pamlico R. R.	4.46	6						
13040	Winston and Walnut Cove.	Roanoke and Southern Rwy.	18.52	6						
			2,152.20		196,830.20	12,949.60	209,779.80			
	<b>SOUTH CAROLINA.</b>									
14001	Columbia and Greenville.	Richmond and Danville R. R.	144.33	10.21	11,722.48		11,722.48	81.22		Pay not fixed. Do.
14002	Columbia, S. C., and Wilmington, N. C.	Wilmington, Columbia, and Augusta R. R.	193.17	15.54	40,463.81		47,630.31	209.47	65.00	
14003	Columbia and Charleston.	South Carolina Rwy.	131.04	22.46	17,141.24		17,141.24	130.81		R. P. O. 110.40 miles, Florence and W.L. mington.
14004	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy.	115.00	21	27,038.80	7,475.00	34,513.80	235.12	65.00	
14005	Charleston and Florence.	Northeastern R. R.	107.44	21	26,012.58	6,658.00	32,671.18	283.03	65.00	
14006	Florence and Cheraw.	Cheraw and Wilmington R. R.	46.73	6	2,545.07		2,545.07	62.41		
14007	Chester, S. C., and Hickory, N. C.	Richmond and Danville R. R.	89.91	6	4,569.06		4,569.06	56.57		
14008	Alton and Spartanburgh.	do	68.58	7	4,631.80		4,631.80	67.54		Pay between Newton and Hickory, 10.10 miles, at \$16.24 per mile.
14009	Hudges and Abbeville C. H.	do	11.83	6	506.58		506.58	42.74		
14010	Port Royal, S. C., and Augusta, Ga.	Port Royal and Augusta Rwy.	112.54	8.32	6,446.29		6,446.29	57.28		
14011	Spartanburgh, S. C., and Asheville, N. C.	Richmond and Danville R. R.	71.92	7	4,760.34		4,760.34	66.69		
14012	Newberry C. H. and Laurens C. H.	do	81.76	6	1,357.74		1,357.74	42.75		
14013	Chester and Lancaster C. H.	do	29.47	6	1,355.28		1,355.28	45.81		
14014	Cheraw, S. C., and Watkeborough, N. C.	Cheraw and Salisbury R. R.	26.90	6	1,394.16		1,394.16	53.01		
14015	Laurens and Sumter.	Central R. R. Co. of S. C.	40.60	14	2,501.87		2,501.87	61.56		
14016	Elton and Wallula.	Richmond and Danville R. R.	44.33	6	2,577.14		2,577.14	58.14		
14017	Brunchville, S. C., and Augusta, Ga.	South Carolina Rwy.	75.14	20	7,773.23		7,773.23	101.45		
14018	Kingville and Camden.	do	39.03	12	2,460.42		2,460.42	63.27		
14019	Blackville and Barnwell C. H.	Barnwell Rwy.	9.64	14	412.10		412.10	42.75		
14020	Laurens and Georgetown.	Georgetown and Western R. R.	36.00	14	1,692.72		1,692.72	47.02		
14021	Greenwood and Spartanburgh.	Port Royal and Western Carolina Rwy.	66.20	7	8,509.26		8,509.26	53.01		

Line	Station	Distance	Pay	Notes
14072	Ellerbe and Pagnall	35.53	1,549.45	Pay not fired on 9.01 miles.
14073	McCormick and Anderson C. H.	30.46	2,741.91	Pay not fired.
14074	Laurens C. H. and Greenville.	37.48	1,692.27	
14075	Green Pond and Walterborough.	12.37	5.8.81	
14076	Blackville and Slevern	29.09	858.41	
14077	Carnden, S. C., and Rutherfordton, N. C.	149.90		
14078	Ravels and Youngs Island.	5.70	243.67	
14079	Atkins and Bishopville.	15.79	675.02	
14080	Pine Junction (n. c.) and Rowland.	27.50		
14081	Alken and Edgefield C. H.	24.87		
14082	Carolina, Cumberland Gap and Chicago R. R.	1,877.81	200,239.00	Do.
15001	Atlanta, Ga., and Charlotte, N. C.	268.24	111,520.78	
15002	Atlanta, Ga., and Chattanooga, Tenn.	138.34	50,891.13	
15003	Atlanta and West Point	87.36	29,700.71	
15004	Augusta and Atlanta.	171.27	25,772.71	
15005	Millen and Augusta.	54.98	4,136.69	
15006	Washington and Augusta.	18.58	873.63	
15007	Union Point and Athens.	40.48	2,318.69	
15008	Kingsdon and Rome.	18.20	902.78	
15009	Savannah, Ga., and Jacksonville, Fla.	171.56	53,398.33	
15010	Savannah and Macon.	191.57	28,990.28	
15011	Macon and Columbus.	101.05	6,825.92	
15012	Macon and Atlanta.	21,232.96	2,390.71	
15013	Rome and Brunswick.	352.03	29,119.57	Pay between Ansted and Atlanta, 17.80 miles, at \$14.54 per mile.
15014	Gordon and Eatonton.	38.48	1,645.02	
15015	Tennille and Wrightsville.	16.74	814.36	
15016	Macon, Ga., and Eufaula, Ala.	144.59	2,089.25	R. P. O. 83.67 miles, Macon and Smithville.
15017	Fort Valley and Perry.	12.98	554.89	
15018	Waycross and Albany.	163.06	17,147.38	
15019	Barnesville and Thomaston.	16.35	698.96	
15020	Cartersville, Ga., and Pell City, Ala.	118.55	5,473.45	
15021	Camak and Macon.	78.59	5,241.16	
15022	Griffin and Carrollton.	60.37	2,838.59	
15023	Brunswick and Albany.	171.78	16,743.39	R. P. O. 111.66 miles, Waycross and Albany.

C.—Railroad service as in operation on the 30th of June, 1899—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 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.	
GEORGIA—continued.										
15094	Columbus and Greenville.	Savannah and Western R. R.	60.78	6	2,344.51	.....	2,344.51	46.17	.....	
15095	Athens and La Gr.	Richmond and Danville R. R.	39.58	12	2,774.95	.....	2,774.95	70.11	.....	
15096	Toccoa and Elberton.	do.	60.62	6	2,466.71	.....	2,466.71	48.73	.....	
15097	Sandersville and Tonnille.	Sandersville and Tonnille R. R.	3.29	6	140.64	.....	140.64	42.75	.....	
15098	Wadley and Louisville.	Richmond and Wadley R. R.	10.42	6	445.45	.....	445.45	42.75	.....	
15099	Hartwell and Powersville.	Richmond and Danville R. R.	10.22	6	436.90	.....	436.90	42.75	.....	
15100	Marble, Ga., and Murphy, N. C.	Marble and North Georgia R. R.	110.00	6	5,360.30	.....	5,360.30	48.73	.....	
15101	Thomasville and Dalton.	Savannah, Florida and Western Rwy.	87.87	8.70	2,986.72	.....	2,986.72	78.66	.....	
15102	Savannah and Lawrenceville.	Richmond and Danville R. R.	9.06	6	425.79	.....	425.79	42.75	.....	
15103	Talbotton and Westick (n. o.).	Talbotton R. R.	7.04	6	300.96	.....	300.96	42.75	.....	
15104	Gainesville and Social Circle.	Gainesville, Jefferson and Southern R. R.	52.29	7.15	2,235.29	.....	2,235.29	42.75	.....	
15105	Roswell Junction (n. o.) and Roswell.	Richmond and Danville R. R.	10.09	6	426.00	.....	426.00	42.75	.....	
15106	Poplar, Ga., and Gainesville, Fla.	Savannah, Florida and Western Rwy.	119.31	7	8,508.84	.....	8,508.84	71.82	.....	
15107	Augusta, Ga., and Greenwood, S. C.	Port Royal and Western Carolina Rwy.	67.75	7	4,402.39	.....	4,402.39	64.98	.....	
15108	Cochran and Hawkinsville.	East Tennessee, Virginia and Georgia Rwy.	10.62	12	449.73	.....	449.73	42.75	.....	
15109	Smithville and Albany.	Southwestern R. R.	24.12	21	3,278.87	603.00	3,881.87	136.94	25.00	
15110	Albany and Blakely.	do.	26.28	6	2,498.24	.....	2,498.24	42.59	.....	
15111	Carters and Fort Gaines.	do.	23.81	6	1,090.77	.....	1,090.77	42.75	.....	
15112	Atlanta, Ga., and Birmingham, Ala.	Richmond and Danville R. R.	127.81	14	24,673.30	.....	24,673.30	129.10	.....	
15113	Cornelia and Tallulah Falls.	Blue Ridge and Atlantic R. R.	21.53	7	929.43	.....	929.43	44.40	.....	
15114	Citrus, Ga., and Chattahoochee, Fla.	Savannah, Florida and Western Rwy.	32.17	7	2,667.85	.....	2,667.85	82.93	.....	
15115	Bellmont and Jefferson.	Gainesville, Jefferson and Southern R. R.	13.34	6	570.28	.....	570.28	42.73	.....	
15116	Sylvania and Rocky Ford.	Sylvania R. R.	14.97	12	639.06	.....	639.06	42.75	.....	
15117	Americus and Breina Vista.	Savannah and Western R. R.	29.79	6	1,273.32	.....	1,273.32	42.73	.....	
15118	Augusta and Sandersville.	Augusta, Gibson and Sandersville R. R.	81.16	6	3,460.59	.....	3,460.59	42.75	.....	
15119	Wrightsville and Dalton.	Wrightsville and Tonnille R. R.	20.09	6	961.90	.....	961.90	47.88	.....	



C.—Railroad service as in operation on the 30th of June, 1899.—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.	
<b>FLORIDA—continued.</b>										
16021	Wahpetta and Hartow.....	South Florida R. R.....	17.67	19	755.39		755.39	42.75		
16022	Tavara and Orlando.....	Tavara, Orlando and Atlantic R. R.....	33.55	13	2,409.56		2,409.56	71.82		
16023	Leesville and Brookville.....	Florida Southern R. R.....	40.46	6	3,009.41		3,009.41	74.88		
16024	Pemberton and Hartow.....	South Florida R. R.....	57.39	6	4,072.39		4,072.39	70.96		
16025	Enterprise Junction (n. o.) and Titusville.....	Jacksonville, Tampa and Key West R. R.....	40.69	12.68	3,096.10		3,096.10	76.09		
16026	Bartow and Punta Gorda.....	Florida Southern R. R.....	75.40	6	4,963.58		4,963.58	65.83		
16027	St. Augustine and Palatka.....	St. Augustine and Palatka R. R.....	24.90	12	1,064.47		1,064.47	42.75		
16028	Sanford and Tavara.....	Jacksonville, Tampa and Key West R. R.....	29.95	6	1,331.57		1,331.57	44.46		
16029	Monroe (n. o.) and St. Petersburg.....	Orange Belt R. R.....	140.29	7.25	9,318.05		9,318.05	62.42		
16030	Jacksonville and Pablo Beach.....	Jacksonville and Atlantic R. R.....	17.58	6	742.99		742.99	42.75		
16031	Palatka and Daytona.....	St. John's and Halifax R. R.....	54.21	6	3,292.36		3,292.36	60.70		
16032	Lake City and Fort White.....	Savannah, Florida and West-Florida R. R.....	21.93	12	937.50		937.50	42.75		
16033	Ocala and Homosassa.....	Silver Springs, Ocala and Gulf R. R.....	48.98	6	2,093.89		2,093.89	42.75		
16034	Tavara and Clermont.....	Tavara, Apopka and Gulf R. R.....	29.24	6	1,254.28		1,254.28	42.75		
16035	Thomasville, Ga., and Monticello, Fla.....	Savannah, Florida and West-Florida R. R.....	24.84	14	1,104.38		1,104.38	44.46		
16036	Jacksonville and Mayport.....	Jacksonville, Mayport, Pablo R. R., and Navigation Co.	18.61	6	795.57		795.57	42.75		
			1,975.23		182,741.13		182,741.13			
<b>ALABAMA.</b>										
17001	Montgomery, Ala., and West Point, Ga.....	Western Rwy. Co. of Alabama	86.60	21	21,546.08	4,830.00	25,876.08	248.80	50.00	
17002	Montgomery and Selma.....	do	51.20	20	5,734.40		5,734.40	112.00		
17003	Montgomery and Etahada.....	Montgomery and Etahada Rwy R. R.....	80.37	17.04	9,161.61		9,161.61	113.71		
17004	Montgomery and Decatur.....	South and North Alabama R. R.....	183.80	14	24,396.38	4,096.50	28,992.88	132.69	25.00	All land grant.

	Memphis, Tenn., and Chattanooga, Tenn.	Memphis and Charleston R. R.	811.29	14.75	42,001.58		42,601.58	150.48		38 miles, Stevenson and Chattanooga, at \$38.47 per mile.
17005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17006	.....	.....	67.69	7	4,108.78	.....	4,108.78	60.70	.....	.....
17007	.....	.....	29.58	14	2,453.06	.....	2,453.06	82.93	.....	.....
17008	.....	.....	85.65	13	4,978.83	.....	4,978.83	58.12	.....	.....
17009	.....	.....	110.76	7	7,575.98	.....	7,575.98	68.40	.....	.....
17010	.....	.....	263.92	15.21	19,897.56	.....	19,897.56	65.56	.....	156 miles, Selma and Patons (n. o.), land grant, at \$68.40 per mile.
17011	.....	.....	87.70	7	3,890.14	.....	3,890.14	44.46	.....	.....
17012	.....	.....	178.34	14	35,486.18	.....	44,452.18	228.28	50.00	119.46 miles, Ponton and Montgomery, land grant, at \$182.63 per mile.
17013	.....	.....	140.06	17.58	31,014.88	.....	38,017.88	271.44	50.00	.....
17014	.....	.....	39.38	6	1,845.51	.....	1,845.51	47.58	.....	.....
17015	.....	.....	295.60	14.22	39,210.65	.....	46,600.65	165.01	25.00	239.80 miles, Wanchabee (n. o.) and Meridian, land grant, at \$123 per mile.
17016	.....	.....	128.73	7	7,595.07	.....	7,595.07	50.00	.....	.....
17017	.....	.....	46.40	6	2,816.46	.....	2,816.46	60.70	.....	.....
17018	.....	.....	4.60	6.52	194.65	.....	194.65	42.75	.....	.....
17019	.....	.....	6.00	14	256.50	.....	256.50	42.75	.....	.....
17020	.....	.....	59.51	7	2,595.23	.....	2,595.23	43.61	.....	.....
17021	.....	.....	20.32	4	568.68	.....	568.68	42.75	.....	Pay based on a service of not less than six round trips per week.
17022	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17023	.....	.....	6.80	13	290.70	.....	290.70	42.75	.....	.....
17024	.....	.....	6.91	14	295.40	.....	295.40	42.75	.....	.....
17025	.....	.....	5.63	6	250.30	.....	250.30	44.46	.....	.....
17026	.....	.....	80.15	8	1,288.91	.....	1,288.91	42.75	.....	.....
17027	.....	.....	51.69	6	1,968.50	.....	1,968.50	42.75	.....	.....
17028	.....	.....	9.16	12	391.59	.....	391.59	42.75	.....	.....
17029	.....	.....	53.98	13	2,304.79	.....	2,304.79	42.75	.....	.....
17030	.....	.....	25.96	12	1,198.57	.....	1,198.57	46.17	.....	.....
17031	.....	.....	6.67	12	285.14	.....	285.14	42.75	.....	.....
17032	.....	.....	27.62	6	1,180.75	.....	1,180.75	42.75	.....	.....

C.—Railroad service as in operation on the 30th of June, 1899—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, railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
ALABAMA—continued.										
17073	Force, Ga. and Atalla, Ala.	Rome and Decatur R. R.	63.70	6	Dollars. 2,723.17	Dollars. 42.75	Dollars. 2,723.17	Dollars. 42.75	Dollars. 42.75	12.83 miles, Marion Junction and Selma, at \$12.83 per mile.
17094	Mobile and Seale.	Mobile and Birmingham Rwy	162.22	7	7,575.76	40.69	7,575.76	40.69	40.69	Pay not fixed.
17095	Anniston and Atalla.	Anniston and Cincinnati R. R.	35.99	20	1,846.28		1,846.28	51.30		
17096	Birmingham and Oronosa.	Birmingham Mineral R. R.	38.68	6	289,878.09		289,878.09			
			2,803.00			32,986.50	322,164.59			
MISSISSIPPI.										
18001	New Orleans, La. and Cairo, Ill.	Illinois Central R. R.	550.11	15.39	95,009.49	16,503.30	111,512.79	172.71	30.00	
18002	Memphis, Tenn., and Grenada, Miss.	do	100.37	7	9,868.37		9,868.37	98.32		
18003	Vicksburg and Meridian.	Vicksburg and Meridian R. R.	140.70	7	15,913.32		15,913.32	130.81		95.21 miles, Jackson to Meridian, land grant, at \$104.64 per mile. All land grant.
18004	Mobile, Ala. and Cairo, Ill.	Mobile and Ohio R. R.	495.57	7	40,676.38		40,676.38	82.08		
18005	Columbus, Miss., and Birmingham, Ala.	Richmond and Danville R. R.	124.83	7	8,538.37		8,538.37	68.40		
18006	Grenada and Eagle's Nest.	Louisville, New Orleans and Texas Rwy.	19.62	7	838.75		838.75	42.75		
18007	Mobile and Aberdeen.	Mobile and Ohio R. R.	9.46	14	452.94		452.94	47.88		
18008	Madison, Tenn., and Pontotoc, Miss.	Ship Island, Ripley and Kentucky R. R.	62.68	7	2,673.56		2,673.56	42.75		
18009	Bartlett and Aberdeen.	Illinois Central R. R.	108.63	7	6,779.59		6,779.59	62.41		
18010	Natchez and Jackson.	Natchez, Jackson and Columbia R. R.	90.54	8.01	9,872.37		9,872.37	99.18		
18011	Greenville and Stoneville.	Richmond and Danville R. R.	9.69	8	410.40		410.40	42.75		
18012	Greenwood and Peete.	Illinois Central R. R.	18.12	6	774.62		774.62	42.75		
18013	Stoneville and Johnsville.	Richmond and Danville R. R.	24.44	6	83.81		83.81	42.75		
18014	Atreola and Calumina.	Mobile and Ohio R. R.	11.67	20	886.82		886.82	69.70		
18015	Atreola and Starkville.	do	11.52	20.77	502.27		502.27	43.00		
18016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.	190.30	14	21,619.92	4,907.50	26,587.42	110.20	25.00	
18017	Vacant.									



Year	Location	Illinois Central R. R.	100.00	6	6,613.28	51,027.20	65.83
1901	Jackson and Greenwood	Memphis, Tenn., and New Orleans and Texas Rwy.	435.00	14	51,027.20	112.00	
1902	La.	do	24.44	12.81	1,880.65	70.96	
1903	Ark.	do	231.60	6.16	16,182.59	64.12	
1904	Memphis, Tenn., and Birmingham, Ala.	Kansas City, Memphis and Birmingham R. R.	84.34	7.57	1,538.75	44.46	
1905	Witznack Junction (n. o.) and Glen Allen.	Illinois Central R. R.	26.57	6	1,135.86	42.75	
1906	Darout and Tobula.	Kansas City, Memphis and Birmingham R. R.	13.98	13	597.64	42.75	
1907	Amory and Aberdeen.	do	25.63	6	294,640.96	316,051.76	
1908	Lamont and Rosedale.	Louisville, New Orleans and Texas Rwy.	2,914.72		2,182.76	66.26	
1909	TENNESSEE.				43,562.94	179.55	50.00
1910	Nashville and Lebanon.	Nashville, Chattanooga and St. Louis Rwy.	31.52	12	2,182.76	66.26	
1911	Bristol and Chattanooga.	East Tennessee, Virginia and Georgia Rwy.	242.79	15.54	43,562.94	179.55	50.00
1912	Rogersville and Bull's Gap.	Tennessee and Ohio Rwy.	16.73	61	801.03	47.86	
1913	Nashville and Chattanooga.	Nashville, Chattanooga and St. Louis Rwy.	151.60	21	28,403.10	188.10	
1914	Fayetteville and Dechard.	do	40.41	6	2,211.23	54.73	
1915	Nashville, Tenn., and Decatur, Ala.	Louisville and Nashville R. R.	121.75	16.30	21,547.81	176.98	25.00
1916	Nashville, Tenn., and Hickman, Ky.	Nashville, Chattanooga and St. Louis Rwy.	171.10	14	22,966.75	134.23	
1917	Knoxville and Jellico.	East Tennessee, Virginia and Georgia Rwy.	65.51	7	5,654.78	86.85	
1918	Mortistown and Kinzel (n. o.).	Nashville, Chattanooga and St. Louis Rwy.	43.50	14	8,607.45	82.98	
1919	Tracy City and Cowan.	do	20.03	13	864.28	42.75	
1920	Oaklawn, Tenn., and Cohutta, Ga.	East Tennessee, Virginia and Georgia Rwy.	11.54	14	680.74	58.99	
1921	Dunlap, Tenn., and Bridgeport, Ala.	Nashville, Chattanooga and St. Louis Rwy.	38.06	6.92	1,627.06	42.75	
1922	Tallahoma and Bon Air Coal Mine.	do	67.68	7	3,813.87	62.41	
1923	Knoxville and Maryville.	Knoxville and Augusta R. R.	18.49	6	790.44	42.75	
1924	Columbia and Fayetteville.	Nashville, Chattanooga and St. Louis Rwy.	43.87	6	2,068.19	42.75	
1925	Dickson and Kimmins.	do	47.07	6	2,012.24	42.75	
1926	Columbia, Tenn., and Sheffield, Ala.	Nashville and Florence R. R.	86.85	6	5,494.99	63.37	
1927	Johnson City, Tenn., and Cranberry, N. C.	East Tennessee and Western North Carolina R. R.	84.19	6	1,461.62	42.75	
1928	Moscow and Somerville.	Memphis and Charleston R. R.	13.57	6	580.11	42.75	
1929	Watmore and Shoblyville.	Nashville, Chattanooga and St. Louis Rwy.	8.36	12	435.97	52.15	
1930	Spring City and Jewett.	Tennessee Central R. R.	12.31	6	536.25	42.75	

H. Ex. 1, pt. 4—19

C.—Railroad service as in operation on the 30th of June, 1899.—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 railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
19022	Kentley and Clinton.	TENNESSEE—continued.	30.57	7	2,352.36		2,352.36	70.95		
19023	Iron City and Pinkney.	East Tennessee, Virginia and Georgia Rwy.	11.65	6	498.03		498.03	42.75		
19024	Clarksville, Tenn., and Princeton, Ky.	Nashville, Florence and Sheffield Rwy.	57.63	6	2,450.40		2,450.40	42.75		
19025	Indian and Victoria.	Louisville and Nashville R. R.	5.68	6	242.82		242.82	42.75		
19026	Gallatin, Tenn., and Scottsville, Ky.	Nashville, Chattanooga and St. Louis Rwy.	35.87	6	1,686.96		1,686.96	47.03		
19027	Memphis and Perryville.	Champeake and Nashville Rwy.	135.49	6	200.92		200.92			Pay not fixed.
19028	Modatt (n. o.) and Troy.	Tennessee Midland Rwy.	4.70	13	158,778.60		173,961.85	42.75		
		Troy and Tippecanoe R. R.	1,872.80			15,183.25				
20001	Elkton and Guthrie.	KENTUCKY.	12.07	12	515.99		515.99	42.75		
20002	Cincinnati, Ohio, and Lexington, Ky.	Louisville and Nashville R. R.	109.31	18	13,807.66		13,807.66	137.65		
20003	La Grange and Lexington.	Kentucky Central Rwy.	47.53	19	7,621.42		7,621.42	112.86		
20004	Cincinnati, Ohio, and Louisville, Ky.	Louisville and Nashville R. R.	110.10	24.48	39,725.18	6,540.00	46,265.18	360.81	60.00	R. P. O., 109 miles Cincinnati and Louisville Junction (n. o.).
20005	Louisville, Ky., and Nashville, Tenn.	do.	186.14	24.05	59,261.90	11,108.40	70,370.30	318.91	60.00	
20006	Trumpton and Springfield.	do.	26.74	12	1,947.58		1,947.58	53.01		
20007	Lebanon Junction, Ky., and Jellico, Tenn.	do.	171.44	15.31	22,866.08		22,866.08	133.58		
20008	Bowling Green, Ky., and Memphis, Tenn.	do.	262.70	16.11	57,499.77	7,881.00	65,380.77	218.88	30.00	
20009	Louisville, Ky., and Memphis, Tenn.	Newport News and Mississippi Valley Co.	302.00	14.15	47,255.00		47,255.00	120.55		
20010	Elizabethtown and Cecil.	do.	6.22	12	285.90		285.90	42.75		
20011	Gleagow Junction and Gleagow.	Louisville and Nashville R. R.	11.03	19	612.83		612.83	55.57		
20012	Anchorage and Shelbyville.	do.	20.44	18	1,106.71		1,106.71	61.66		
20013	Willard and Greenup.	Eastern Kentucky Rwy.	34.31	6.84	1,466.75		1,466.75	42.75		
20014	Owensboro and Adairville.	Owensboro and Nashville R. R.	85.65	9.32	5,784.80		5,784.80	67.54		

20015	Mayeville and Paris	Kentucky Central Rwy	50.20	13	8,900.81	8,900.81	2,800.81	76.86	Pay not fixed.	
20016	Lexington and Ashland	Elizabethtown, Lexington and Big Sandy R. R.	126.32	18, 36	15, 897.12	15, 897.12	177.59	177.59		
20017	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.)	Louisville and Nashville R. R.	4.50	14	1, 550.52	1, 550.52	370.00	60.00		
20018	Richmond and Livingston	Kentucky Central Rwy	36.94	6	2, 064.52	2, 064.52	56.43	56.43		
20019	Johnson Junction and Hillsborough	Cincinnati and Southeastern Rwy.	16.91	10, 23	722.90	722.90	42.75	42.75		
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	332.70	25.05	80, 214.32	16, 835.00	97, 149.32	236.88		
20021	Harrodsburgh and Harrodsburgh Junction (n. o.)	Southwestern R. R.	5.82	18	803.51	803.51	52.15	52.15		
20022	Mount Sterling and Rothwell	Kentucky and South Atlantic R. R.	18.70	6	799.42	799.42	42.75	42.75		
20023	Louisville and Prospect	Louisville and Nashville R. R.	11.03	8, 18	471.53	471.53	42.75	42.75		
20024	Lebanon and Greensburgh	do	32.27	6	1, 765.81	1, 765.81	54.72	54.72		
20025	Huntington, W. Va., and Cincinnati, Ohio	Maysville and Big Sandy R. R.	160.88	6						
20026	Shelbyville and Bloomfield	Louisville and Nashville R. R.	27.72	12	1, 208.60	1, 208.60	43.00	43.00		
20027	Ashland and Richardson	Chattahoo Rwy	50.24	6	2, 791.88	2, 791.88	55.57	55.57		
20028	Kingsville and Yosemite	Cincinnati and Green River Rwy.	11.70	6	502.74	502.74	42.75	42.75		
20029	Georgetown and Versailles	Versailles and Midway Rwy	19.30	24	419.66	419.66	50.44	50.44		
20030	Richmond Junction (n. o.) and Richmond	Kentucky Central Rwy	34.91	6	1, 523.07	1, 522.07	43.60	43.60		
20081	Madisonville and Providence	Louisville and Nashville R. R.	16.67	6	712.64	712.64	42.75	42.75		
20032	Paris and Clay City	Kentucky Central Rwy	39.75	15, 5	3, 976.19	3, 976.19	106.09	106.09		
20033	Dodge and Clay City	Kentucky Central Rwy	14.92	9	633.55	633.55	42.75	42.75		
20034	Henderson and Princeton	Ohio Valley Rwy	89.84	6	5, 696.70	5, 696.70	62.97	62.97		
20035	Morgansfield and Uniontown	do	13.31	12	569.00	569.00	42.75	42.75		
20036	Glasgow Junction and Mammoth Cave	Louisville and Nashville R. R.	8.51	14	363.80	363.80	42.75	42.75		
20037	Corbin and Pineville	do	31.43	18, 60	1, 531.89	1, 531.89	48.74	48.74		
20038	Elizabethtown and Hodgenville	Hodgenville and Elizabethtown R. R.	11.70	22, 79	500.17	500.17	42.75	42.75		
20039	Louisville and Harrodsburgh	Louisville Southern R. R.	84.80	6, 50						
20040	Louisville and Henderson	Louisville, St. Louis and Texas Rwy.	142.51	6						
			2, 803.35		387, 967.15	42, 794.40	480, 761.55		Pay not fixed. Do.	
OHIO.										
21001	Bellaire and Columbus	Baltimore and Ohio R. R.	137.67	25, 90	29, 779.39	4, 152.80	23, 932.19	216.81		40.00
21002	Pittsburgh, Pa., and Chicago, Ill.	Pennsylvania Company	468.20	20, 89	193, 750.52	23, 410.00	217, 160.52	413.62		50.00
21003	Pittsburgh, Pa., and Bellaire, Ohio	do	25.60	22, 43	17, 100.11	180.40	17, 100.11	180.40		
21004	Hudson and Columbus	Cleveland, Akron and Columbus Rwy.	145.41	22, 43	14, 545.36	14, 545.36	14, 545.36	100.03		
21005	Cleveland, Ohio, and Pymatung, Pa.	New York, Lake Erie and Western R. R.	88.48	42, 02	15, 508.77		15, 508.77	175.28		
21006	Cleveland and Wellsville	Pennsylvania Company	101.85	24, 19	23, 828.41		23, 828.41	235.12		

C.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average number of trips per week	Annual pay for transportation.	Annual pay for office care, rail way post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care, rail way post-office care.	Remarks.
					Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	OHIO—continued.									
21007	Elyria and Millbury .....	Lake Shore and Michigan Southern Rwy.	75.01	22	22,575.00	4,875.65	27,450.65	300.96	65.00	
21008	Bayard and New Philadelphia .....	Pennsylvania Company .....	32.33	12	2,156.08		2,156.08	68.69		
21009	Cleveland and Sherodsville .....	Cleveland and Canton R. R. ....	110.52	11.68	7,370.67		7,370.67	66.09		
21010	Sandusky and Newark .....	Baltimore and Ohio R. R. ....	116.86	19.30	24,579.16	3,521.60	28,100.76	210.33	40.00	R. P. O. cars, Newark and Chicago, 83.04 miles.
21011	Xenia and Dayton .....	Pittsburgh, Cincinnati and St. Louis Rwy.	16.73	28	2,188.45		2,188.45	130.81		
21012	Springfield and Sandusky .....	Cincinnati, Sandusky and Cleveland R. R.	130.20	16.11	12,022.66		12,022.66	92.34		
21013	Columbus and Delaware .....	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	25.48	29.50	4,531.36		4,531.36	177.84		
21014	Columbus and Cincinnati .....	Pittsburgh, Cincinnati and St. Louis Rwy.	120.29	35	48,338.53	12,029.00	60,367.53	401.85	100.00	
21015	Columbus, Ohio, and Indianapolis, Ind.	Chicago, St. Louis and Pittsburgh R. R.	180.66	41.58	102,971.04	42,073.50	205,044.54	850.28	225.00	
21016	Gabon, Ohio, and Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	204.09	23.47	33,852.40	5,102.25	38,954.65	165.87	25.00	
21017	Blanchester and Hillsborough .....	Cincinnati, Washington and Baltimore R. R.	21.92	12	1,461.84		1,461.84	66.69		
21018	Portsmouth and Haddon Junction .....	Indo.	56.35	12	3,276.18		3,276.18	53.14		
21019	Toledo, Ohio, and Quincy, Ill. ....	Wabash, St. Louis and Pacific Rwy.	474.25	19.39	124,078.02	30,900.25	155,074.27	261.63	75.00	R. P. O. cars, Toledo to La Fayette, 201.10 miles, at \$75 per mile; La Fayette to Decatur, 119.80 miles, at \$100 per mile; Decatur to Quincy, 161.35 miles, at \$25 per mile.
21020	Sandusky, Ohio, and Peoria, Ill. ....	Lake Erie and Western Rwy.	418.21	13.22	30,071.74		30,071.74	71.82		
21021	Carey and Findlay .....	Cincinnati, Sandusky and Cleveland R. R.	16.50	13	662.62		662.62	42.16		
21022	Dayton and Union City .....	Dayton and Union R. R.	47.37	16.33	2,380.34		2,380.34	50.44		
21023	Dayton and Toledo .....	Dayton and Michigan R. R.	144.18	21.53	30,724.75		30,724.75	188.10	25.00	
21024	Hanniton, Ohio, and Indianapolis, Ind.	Cincinnati, Hamilton and Indianapolis R. R.	100.13	16.50	12,499.22		12,499.22	124.83		

21025	Cincinnati, Ohio, and Richmond, Ind.	Chicago, St. Louis and Pittsburgh R. R.	74.63	19	9, 964.14	9, 484.14	132.45	.....
21026	Cincinnati and Dayton	Cincinnati, Dayton R. R.	58.38	37.28	12, 428.51	13, 888.01	212.59	28.00
21027	Xenia and Springfield	Pittsburgh, Cincinnati and St. Louis Rwy.	30.97	16.60	1, 064.40	1, 064.40	82.98	.....
21028	Cincinnati, Ohio, and Parkersburg, W. Va.	Cincinnati, Washington and Baltimore R. R.	106.30	24.12	80, 151.12	95, 775.12	410.40	80.00
21029	Morrow and Trine	Cincinnati and Muncie Valley Rwy.	148.61	12.50	13, 960.27	12, 960.27	87.31	.....
21030	Dayton, Ohio, and Richmond, Ind.	Pittsburgh, Cincinnati and St. Louis Rwy.	42.06	19	5, 720.35	5, 720.35	135.04	.....
21031	Harrison, Ohio, and Beeson, Ind.	White Water R. R.	48.92	6	3, 597.08	3, 597.08	73.53	.....
21032	Pittsburgh, Pa., and Columbus, Ohio	Pittsburgh, Cincinnati and St. Louis Rwy.	193.85	63.40	213, 642.08	276, 643.33	1, 102.10	325.00
21033	Columbus and Springfield	Cincinnati, Sandusky and Cleveland R. R.	44.03	22	6, 099.89	6, 099.89	132.52	.....
21034	Salamanch, N. Y., and Dayton, Ohio.	Cleveland R. R., Lake Erie and Western R. R.	388.82	31.05	52, 191.80	52, 191.80	134.28	.....
21035	Vacant.	Columbus, Hooking Valley and Toledo Rwy.	77.90	18	8, 191.96	8, 191.96	105.16	.....
21036	Niles and New Lisbon	New York, Lake Erie and Western R. R.	34.01	12	1, 948.09	1, 948.09	87.28	.....
21038	Newark and Shawnee	Baltimore and Ohio R. R.	44.04	12	2, 070.76	2, 070.76	47.02	.....
21039	Dolphos and Dayton	Dayton, Fort Wayne and Chicago Rwy.	95.45	6	4, 650.80	4, 650.80	43.78	.....
21040	Marietta and Valley Junction (n. o.)	Cleveland and Marietta Rwy.	106.03	12	8, 159.00	8, 159.00	76.05	.....
21041	Lorain and Bellairs	Cleveland, Lorain and Wheeling R. R.	160.49	10.47	13, 966.32	13, 966.32	87.21	.....
21042	Cleveland and Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	241.92	29.70	79, 391.75	92, 481.25	324.04	75.00
21043	Mansfield and Toledo	Pennsylvania Company	86.25	21	6, 415.27	6, 415.27	74.88	.....
21044	Ashabula, Ohio, and Mahoning town, Pa.	do	78.51	9.39	4, 042.95	4, 042.95	51.90	.....
21045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	138.97	25.50	82, 242.84	107, 097.14	613.89	190.00
21046	Painesville and Youngstown	Pittsburgh and Western Rwy.	61.70	12	2, 413.75	2, 413.75	47.88	.....
21047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R.	271.28	20	51, 732.24	62, 573.44	120.66	40.00
21048	Morgan Junction and Cumberland	Cincinnati, Wheeling and New York R. R.	17.76	9	756.67	756.67	42.75	.....
21049	Marietta and Parkersburg	Cincinnati, Washington and Baltimore R. R.	14.06	21	1, 214.08	1, 214.08	86.85	.....
21050	Doehler and Findlay	Baltimore R. R.	19.96	20.63	840.45	840.45	42.75	.....
21051	Columbus and Coal Grove	Columbus, Findlay and North-ern R. R.	132.45	19	17, 892.67	17, 892.67	135.09	.....

**R. P. O., Cleveland and  
Gallon, 79.74 miles, at  
\$75 per mile; Gallon  
and Cincinnati, 162.18  
miles, at \$50 per mile.**

10.21 miles, Warren to  
Youngstown, at  
\$14.54 per mile.

C.—Railroad service as in operation on the 30th of June, 1889—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.	
Ohio—continued.										
21052	Batavia Junction (n. e.) and Portsmouth.	Ohio and Northwestern R. R.	98.02	12	7,783.57	79.51	7,783.57	79.51	.....	
21053	Columbus and Toledo.	Columbus, Hocking Valley and Toledo Rwy.	124.85	19	10,674.67	85.50	10,674.67	85.50	.....	
21054	Dayton and Trenton.	Dayton, Fort Wayne and Chicago Rwy.	169.65	12	7,832.74	46.17	7,832.74	46.17	.....	
21055	Toledo and Thurston.	Toledo and Ohio Central Rwy.	148.13	6.75	11,905.20	80.37	11,905.20	80.37	.....	
21056	St. Clairsville and Steele.	Baltimore and Ohio R. R.	7.50	21	346.27	46.17	346.27	46.17	.....	
21057	Springfield, Ohio, and Indianapolis, Ind.	Indiana, Bloomington and Western Rwy.	139.51	19.50	13,359.47	95.76	13,359.47	95.76	.....	
21058	Wellston and Springfield.	Ohio Southern R. R.	118.48	9.11	6,178.73	52.15	6,178.73	52.15	.....	
21059	College Hill Junction and Mount Healthy.	Cincinnati and Northwestern Rwy.	7.07	12	302.24	42.75	302.24	42.75	.....	
21060	Columbus and Georgetown.	Cincinnati, Georgetown and Portsmouth R. R.	42.17	12	3,172.87	75.24	3,172.87	75.24	.....	
21061	Toledo and Delphos.	Toledo, St. Louis and Kansas City R. R.	74.11	8.37	4,751.93	64.12	4,751.93	64.12	.....	
21062	Andover and Youngstown.	Lake Shore and Michigan Southern Rwy.	39.20	12	2,212.05	56.43	2,212.05	56.43	.....	
21063	Bellaire and Zanesville.	Bellaire, Zanesville and Cincinnati Rwy.	112.46	8.24	6,538.42	58.14	6,538.42	58.14	.....	
21064	Big Run and Sharpburgh.	Marietta, Columbus and Northern R. R.	9.90	6	423.22	42.75	423.22	42.75	.....	
21065	Delphos, Ohio, and Kokomo, Ind.	Toledo, St. Louis and Kansas City R. R.	108.24	6	6,478.16	59.85	6,478.16	59.85	.....	
21066	Hillsborough and Sardinia.	Ohio and Northwestern R. R.	19.42	12	830.20	42.75	830.20	42.75	.....	
21067	Bergholz and Phalanx Station (n. e.).	Lake Erie, Alliance and Southern Rwy.	69.80	8.60	2,650.88	43.60	2,650.88	43.60	.....	
21068	Columbus and Corning.	Toledo and Ohio Central Rwy.	66.27	10.70	5,696.08	55.50	5,696.08	55.50	.....	
21069	Columbus and Zanesville.	Columbus and Eastern R. R.	68.66	9.33	2,754.39	57.28	2,754.39	57.28	.....	
21070	Tontogany and Bowling Green.	Bowling Green and Toledo R. R.	6.42	21	285.43	44.46	285.43	44.46	.....	

25.10 miles, Shepard to Thurston, at \$17.95 per mile; 4.76 miles, Newton to Zanesville, at \$17.10 per mile.

210701	Valley Junction (n. o.) and Harrison.	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	7.75	12	655.98	655.98	84.64
210702	Edison and Mount Gleed.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	2.88	18	109.88	109.88	44.17
210703	Cleveland and Zear Station.	Valley Rwy.	76.87	15.80	5,845.89	5,845.89	78.98
210704	Logan and Pomeroy.	Columbus, Hocking Valley and Toledo Rwy.	83.76	12	7,519.13	7,519.13	86.77
210705	Addison, Mich., and Franklin, Ohio.	Cincinnati Jackson and Mackinaw R. R.	190.26	6.13	11,708.71	11,708.71	61.66
210706	Akron, Ohio, and Mahoningtown, Pa.	Pittsburgh and Western Rwy.	78.37	6.71	4,849.45	4,849.45	58.67
210707	Nelsonville and New Straitsville.	Columbus, Hocking Valley and Toledo Rwy.	19.80	9	846.45	846.45	43.75
210708	Cincinnati and Dodd.	Cincinnati, Lebanon and Northern Rwy.	37.60	10.78	1,900.84	1,900.84	52.15
210709	Solon and Chagrin Falls.	Chagrin Falls and Southern R. R.	5.57	24	238.11	238.11	42.75
210800	Toledo and Bowerstown.	Wheeling and Lake Erie Rwy.	175.62	6.06	14,114.67	14,114.67	80.37
210801	Delphos and Carey.	Cleveland and Western Rwy.	56.58	6	2,616.92	2,616.92	44.17
210802	St. Mary's and Minster.	Lake Erie and Western Rwy.	10.23	9	437.33	437.33	42.75
210803	Means and Cadiz.	Pittsburgh, Cincinnati and St. Louis Rwy.	8.12	21	673.39	673.39	82.98
210804	Logan and New Straitsville.	Columbus, Hocking Valley and Toledo Rwy.	12.74	9	609.99	609.99	47.88
210805	Fultonham and Redfield.	Columbus and Eastern R. R.	7.11	9	393.95	393.95	42.75
210806	Alliance and Nile.	Pennsylvania Company.	37.88	9.50	1,194.00	1,194.00	43.75
210807	Huron and Norwalk.	Wheeling and Lake Erie Rwy.	14.13	12	604.05	604.05	42.75
210808	Corning and Galipolis.	Kanawha and Ohio Rwy.	74.69	6	4,087.03	4,087.03	54.72
210809	Cleveland, Ohio, and Chicago, Ill.	New York, Chicago and St. Louis R. R.	339.33	6	25,819.61	25,819.61	76.09
210900	Marion, Ohio, and Chicago Junction (n. o.) Ind.	Chicago and Atlantic Rwy.	250.70	14.80	19,075.76	19,075.76	76.09
210901	Toledo and Findlay.	Toledo, Columbus and Southern Rwy.	44.02	13	2,145.09	2,145.09	48.73
210902	Canton and Coshocton.	Cleveland and Canton R. R.	58.05	15	4,095.51	4,095.51	71.82
210903	New Galilee, Pa., and New Lisbon, Ohio.	Pittsburgh, Marion and Chicago Rwy.	25.34	7.23	1,183.29	1,183.29	44.46
210904	Columbus and Midland City.	Columbus and Cincinnati Midland R. R.	72.22	21	6,286.19	6,286.19	86.35
210905	Buffalo, N. Y., and Cleveland, Ohio.	Lake Shore and Michigan Southern Rwy.	183.26	35.49	633,757.39	612,132.74	1,173.06
210906	Cleveland and Elyria.		25.06				
210907	Elvira and Millbury.		79.77				
210908	Millbury and Toledo.		8.07				
210909	Toledo, Ohio, and Elkhart, Ind.		142.80				
210910	Elkhart, Ind., and Chicago, Ill.		101.20				
210911	Marietta and Stewart.		28.90	6	1,533.87	1,533.87	51.30
210912	St. Clairsville and Barton.	Marietta, Columbus and Northern R. R.	4.36	14	186.39	186.39	42.75
210913		St. Clairsville Company, operating St. Clairsville and Northern Rwy.					
210914	Ashtabula and Harbor.	Ashtabula Street R. R.	4.01	18	171.42	171.42	42.75
210915	Adelphi and Kingston.	Cincinnati, Hocking Valley and Huntington Rwy.	10.99	12	469.82	469.82	42.75

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

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	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 mile for transportation.	Cost per mile for office cars, railway post.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
INDIANA—continued.										
22043	Terre Haute, Ind., and East St. Louis, Ill.	Indianapolis and St. Louis Rwy.	180.65	26.95	20,755.29	.....	20,755.29	109.44	.....	
22044	Terre Haute, Ind., and East St. Louis, Ill.	Terre Haute and Indianapolis R. R.	107.75	51.61	133,386.41	37,743.75	171,130.16	795.15	225.00	
22045	Lawrenceburgh Junction (n. o.) and Lawrenceburgh.	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	2.50	18.50	138.92	.....	138.92	55.57	.....	
22046	Frankfort, Ind., and East St. Louis R. R. Station (n. o.).	Terre Haute, St. Louis and Kansas City R. R.	244.55	6	10,454.51	.....	10,454.51	42.75	.....	
22047	Attica and Covington	Wabash, St. Louis and Pacific Rwy.	15.78	12	674.59	.....	674.59	42.75	.....	
22048	Louisville, Ky., and Oakland City, Ind.	Louisville, Evansville and St. Louis Rwy.	90.29	18.52	10,806.29	.....	10,806.29	109.44	.....	
22049	Greeneburgh and Columbus	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	26.80	8.78	1,149.54	.....	1,149.54	42.75	.....	
22050	Vacant.	Orleans, West Baden and French Lick Springs Rwy.	18.76	12	801.89	.....	801.89	42.75	.....	
22051	Orleans and French Lick	Louisville, Evansville and St. Louis Rwy.	22.50	12	961.87	.....	961.87	42.75	.....	
22052	Kercheval and Cannelton	Louis Rwy.	12.31	6	.....	.....	.....	.....	.....	Pay not fixed.
22053	Brazill and Saline City	Evansville and Indianapolis R. R.	94.01	12.75	8,198.61	.....	8,198.61	87.21	.....	
22054	Butler and Logansport	Wabash Western Rwy.	14.15	6	604.91	.....	604.91	42.75	.....	
22055	Peegon and Hagerstown	White Water R. R.	18.50	18.50	320.62	.....	320.62	42.75	.....	
22056	Jeffersonville and Watson	Ohio and Mississippi Rwy.	7.50	6	1,954.73	.....	1,954.73	56.43	.....	
22057	Goodland, Ind., and Monmouth, Ill.	Chicago and Indiana Coal Rwy.	34.64	6	.....	.....	.....	.....	.....	Do.
22058	Goshen, Ind., and Sturgis, Mich.	Canada and St. Louis Rwy.	29.21	6	.....	.....	.....	.....	.....	Do.
22059	Logansport and Clymers (n. o.)	Wabash Western Rwy.	6.80	6	.....	.....	.....	.....	.....	
ILLINOIS.										
22060	Chicago, Ill., and Milwaukee, Wis.	Chicago- and Northwestern Rwy.	85.40	32.90	787,670.50	108,900.30	896,570.80	212.90	25.00	



	Chicago and Freeport.....	do.....	121.30	24.08	20,742.30	4,883.00	25,594.30	171.00	40.00	
23003	Chicago, Ill., and Union Pacific Transfer (n.o.), Iowa.....	do.....	498.90	20.22	111,038.98	28,821.00	138,287.98	{ 302.88 254.79 }	{ 65.00 50.00 75.00 }	{ 270.50 miles land grant Cedar Rapids (n.o.) R. P. Transfer for 219.40 miles; \$50 per mile for 249.10 miles; and \$75 for 21.40 miles.
23004	Elgin, Ill., and Lake Geneva, Wis.	do.....	43.79	14.37	1,984.58	.....	1,984.58	45.32	.....	
23005	Rock Island and East St. Louis.....	Chicago, Burlington and Quincy R. R.	247.71	13.52	32,403.42	.....	32,403.42	130.82	.....	
23006	Sidell and Olney.....	Chicago and Ohio River R. R.	86.31	6	3,689.76	.....	3,689.76	42.75	.....	
23007	Chicago, Ill., and Burlington, Iowa {	Chicago, Burlington and Quincy R. R.	204.00	50.38	208,137.92	59,635.00	268,172.92	1,012.33	{ 300.00 250.00 }	{ R. P. O. \$300 per mile for 162.70 miles; \$250 per mile for 43.30 miles.
23008	Bushville and Yates City.....	do.....	63.27	8.86	5,182.20	.....	5,182.20	82.06	.....	
23009	Peoria and Rio.....	do.....	66.10	12.19	7,743.55	.....	7,743.55	117.14	.....	
23010	Galesburg and Quincy.....	do.....	100.41	20	26,042.03	7,545.75	33,615.78	289.07	75.00	
23011	Burlington and Quincy.....	do.....	72.42	6	5,077.98	.....	5,077.98	70.11	.....	
23012	Streator and Aurora.....	do.....	64.97	12	8,307.93	.....	8,307.93	108.46	.....	
23013	Alton and Fulton.....	do.....	64.52	14.09	3,884.38	.....	3,884.38	48.04	.....	
23014	Stirling and Shabbona.....	do.....	47.97	7.81	2,091.97	.....	2,091.97	42.01	.....	
23015	Chicago, Ill., and Davenport, Iowa.....	Chicago, Rock Island and Pacific Rwy.	182.63	21.66	45,127.87	11,870.96	56,998.83	247.19	65.00	
23016	Bureau and Peoria.....	do.....	47.13	12	5,883.23	.....	5,883.23	124.88	.....	
23017	Chicago and East St. Louis.....	Chicago and Alton R. R.	281.10	12.22	77,899.64	25,299.00	102,698.64	273.91	90.00	
23018	Bloomington and Rockhouse.....	do.....	111.28	10.30	11,034.75	.....	11,034.75	96.13	.....	
23019	Washington and Dwight.....	do.....	70.12	7.61	3,477.25	.....	3,477.25	42.66	.....	
23020	Chicago and Cairo.....	Illinois Central R. R.	365.53	19.40	67,005.80	17,639.30	84,635.60	183.51	{ 140.00 50.00 }	{ All land grant. R. P. O. \$140 per mile for 65.87 miles; and \$50 per mile for 190.53 miles.
23021	Dubuque, Iowa, and Centralia, Ill.	do.....	343.27	14.33	45,078.21	9,776.90	54,855.11	131.82	{ 65.00 35.00 }	{ All land grant. R. P. O. \$60 per mile for 60.56 miles; and \$25 per mile for 210.23 miles.
23022	Joliet, Ill., and Lake Station, Ind.	Michigan Central R. R.	45.15	6	1,890.16	.....	1,890.16	42.75	.....	
23023	Decatur and East St. Louis.....	Wabash, St. Louis and Pacific Rwy.	113.66	20	28,376.35	8,684.50	36,900.85	349.66	75.00	
23024	Peoria, Ill., and Evansville, Ind.	Peoria, Decatur and Evansville Rwy.	250.56	12	19,280.99	.....	19,280.99	76.96	.....	
23025	Hannibal, Mo., and Bluffs, Ill.	Wabash, St. Louis and Pacific Rwy.	50.36	18	6,164.93	.....	6,164.93	102.60	.....	
23026	Ellingham, Ill., and Swiss City, Ind.	Indiana and Illinois Southern R. R.	90.97	6	3,888.96	.....	3,888.96	42.75	.....	
23027	State Line (n.o.) and Warsaw.....	Toledo, Peoria and Western Rwy.	226.20	12.75	25,475.68	.....	25,475.68	111.15	.....	
23028	Mounds Junction and Mound City.....	Illinois Central R. R.	2.96	12	124.54	.....	124.54	42.75	.....	
23029	Champaign Havana.....	do.....	101.64	6.91	5,996.76	.....	5,996.76	59.00	.....	

C.—Railroad service as in operation on the 30th of June, 1899—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.	
22030	ILLINOIS—continued. East St. Louis and El Dorado.....	St. Louis, Alton and Terre Haute R. R.	121.65	14.18	15,706.23	.....	15,706.23	139.11	.....	
22031	Bellefonte and O'Fallon.....	Louisville and Nashville R. R.	6.80	9	290.70	.....	290.70	42.75	.....	
22032	East St. Louis, Ill., and Nashville, Tenn.	..... do .....	318.78	15.13	50,150.46	.....	50,150.46	157.32	.....	
22033	Beardstown and Shawneetown.....	Ohio and Mississippi Rwy.	229.08	12	13,318.71	.....	13,318.71	58.14	.....	
22034	Springfield and Gilman.....	Illinois Central R. R.	112.71	12	7,323.89	.....	7,323.89	64.98	.....	
22035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	85.98	43.25	76,233.30	.....	93,311.39	886.64	200.00	
22036	Anrota and Forreston.....	Chicago and Iowa R. R.	81.60	12	14,651.28	.....	14,651.28	179.55	.....	
22037	Vincennes, Ind., and St. Francisville, Ill.	Anthony J. Thomas and Charles Edward Tracy, receivers of the Cairo Division of the Wabash, St. Louis and Pacific Rwy.	10.88	12	567.50	.....	14,567.50	52.16	.....	
22038	Peoria and Jacksonville.....	Chicago, Peoria and St. Louis Rwy.	84.26	12	5,835.84	.....	5,835.84	69.26	.....	
22039	Carbondale and Grand Tower.....	Grand Tower and Carbondale R. R.	26.80	12	1,099.87	.....	1,099.87	41.04	.....	
22040	Peoria and Rock Island.....	Rock Island and Peoria Rwy.	91.83	12	8,243.59	.....	8,243.59	89.78	.....	
22041	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy R. R.	19.18	10.07	1,344.70	.....	1,344.70	70.11	.....	
22042	Chicago and Danville.....	Chicago and Eastern Illinois R. R.	124.68	22.27	17,695.83	.....	17,695.83	141.93	.....	
22043	Streator and Fairbury.....	Wabash, St. Louis and Pacific Rwy.	32.05	9.86	1,370.13	.....	1,370.13	42.75	.....	
22044	Danville and Tuscola.....	Chicago and Eastern Illinois R. R.	50.49	8.79	2,287.70	.....	2,287.70	45.31	.....	
22045	Marion and Harrison Station (n. o.).....	St. Louis, Alton and Terre Haute R. R.	27.21	9.47	1,163.22	.....	1,163.22	42.75	.....	
22046	Jacksonville and Drivers.....	Jacksonville Southeastern Rwy.	130.91	11.20	7,611.10	.....	7,611.10	58.14	.....	
22047	Chester and Tamaron.....	Wabash, Chester and West-ern R. R.	42.90	11.76	2,861.00	.....	2,861.00	66.69	.....	
22048	Terre Haute, Ind., and Peoria, Ill.	Terre Haute and Peoria R. R.	177.69	6	10,021.96	.....	10,021.96	56.43	.....	
22049	Springfield and Havana.....	Chicago, Peoria and St. Louis Rwy.	48.25	7.75	2,186.69	.....	2,186.69	45.32	.....	

23050	Deville and Cairo .....	Anthony J. Thomas and Charles Edward Tracy, re- ceivers of the Cairo Divi- sion of the Wabash, St. Louis and Pacific Rwy. Chicago, Santa Fe and Cal- ifornia Rwy. Chicago and Northwestern Rwy. Mobile and Ohio R. R. .... Chicago, Milwaukee and St. Paul Rwy. Indianapolis, Decatur and Springfield Rwy. Chicago and Northwestern Rwy. Chicago and Iowa R. R. .... Illinois Central R. R. .... Rock Island and Peoria Rwy. Litchfield, Carrollton and Western R. R. Indianapolis and St. Louis Rwy. Illinois Central R. R. .... Wabash, St. Louis and Pa- cific Rwy. Illinois Central R. R. .... Wabash, St. Louis and Pa- cific Rwy. do Fulton County Narrow Gauge Rwy. Central Iowa Rwy. Kankakee and Seneca R. R. .... Chicago, Burlington and Quincy R. R. do do Chicago, Burlington and Northern R. R. Chicago and Alton R. R. .... Wabash, St. Louis and Pacific Rwy. Toledo, Peoria and Western Rwy. Illinois Central R. R. .... Louisville and Nashville R. R. .... Chicago, Burlington and Quincy R. R. Chicago and Eastern Illinois R. R.	251.05	57.50	4.94	193.54	116.60	154.26	10.31	27.72	74.99	67.35	82.42	4.20	86.38	9.24	43.01	12.29	215.84	60.45	191.80	48.56	74.54	13.01	44.96	393.31	10.66	6.89	20.10	31.96	41.22	32.10	13.72
			6	9	8.14	17.60	13	30	6	6	8.61	13	7.96	6	6	6	10.96	6	6	6	6	11.14	13	19	13	6	6	6	6	6	6	6	
			17,855.82	2,892.55	211.18	11,552.94	23,627.82	16,487.80	578.02	1,185.03	3,205.82	1,160.21	2,240.95	179.55	3,692.74	587.21	1,838.67	523.39	19,192.49	2,842.96	9,323.96	1,862.19	5,035.17	556.17	2,692.05	27,074.77	455.71	337.31	869.27	1,612.89	1,762.15	1,898.68	543.78
			68.40	42.74	42.75	75.24	202.64	106.88	55.58	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	42.75	
23051	Altona and Pekin .....																																
23052	Courtland and Sycamore .....																																
23053	East St. Louis and Cairo .....																																
23054	Chicago and Launk Junction (n. o.) .....																																
23055	Decatur, Ill., and Indianapolis, Ind. ....																																
23056	Geneva and Aurora .....																																
23057	Rockelle and Rockford .....																																
23058	West Lebanon, Ind., and Le Roy, Ill. ....																																
23059	Rock Island and Cade .....																																
23060	Barnett and Kamperville .....																																
23061	Alton Junction (n. o.) and Chicago and Alton Junction (n. o.) .....																																
23062	Kankakee and Bloomington .....																																
23063	Shumway and Effingham .....																																
23064	Kempton and Kankakee Junction (n. o.) .....																																
23065	Sidney and Champaign .....																																
23066	Chicago and Alton .....																																
23067	Havana and Galesburg .....																																
23068	Pooris, Ill., and Oakalosa, Iowa .....																																
23069	Kankakee and Seneca .....																																
23070	Galva and Gladstone .....																																
23071	Aurora and Turner .....																																
23072	Elmwood and Buda .....																																
23073	Oregon, Ill., and St. Paul, Minn. ....																																
23074	Varna and Lacon .....																																
23075	Mayaville and Pittsfield .....																																
23076	La Harpe, Ill., and Burlington, Iowa. ....																																
23077	White Heath and Decatur .....																																
23078	McLeansborough and Shawneetown .....																																
23079	Fall Creek, Ill., and Louisiana, Mo. ....																																
23080	Wellington and Claena Park .....																																

## C.—Railroad service as in operation on the 30th of June, 1889—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 rail way post office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for rail way post office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
22081	ILLINOIS—continued. Clayton, Ill., and Keokuk, Iowa.....	Wabash, St. Louis and Pacific Rwy.	43.09	12	2,726.30	.....	2,726.30	63.37	.....	
22082	Streator, Ill., and Knox, Ind. ....	Indiana, Illinois and Iowa R. R.	110.82	6	5,122.30	.....	5,122.30	42.75	.....	
22083	Springfield and Grafton .....	St. Louis and Central Illinois R. R.	85.39	12	4,084.16	.....	4,084.16	47.88	.....	
22084	Sterling and Harstow.....	Chicago, Burlington and Quincy R. R.	40.75	13.82	2,264.88	.....	2,264.88	55.58	.....	
22085	Murphylborough and Pinckneyville .....	St. Louis, Alton and Terre Haute R. R.	23.33	6.82	997.35	.....	997.35	42.75	.....	
22086	Buckingham and Clarke City.....	Illinois Central R. R.	9.72	6	415.53	.....	415.53	42.75	.....	
22087	Caledonia and Spring Valley .....	Chicago and Northwestern Rwy.	86.29	6.73	3,085.05	.....	3,085.05	42.75	.....	
22088	East St. Louis and Belleville .....	Illinois and St. Louis R. R. and Coal Co.	15.35	8	656.21	.....	656.21	42.75	.....	
22089	Chicago, Ill., and Rugby Junction (n. o.).	Wisconsin and Minnesota R. R.	117.60	13	12,569.08	.....	12,569.08	106.88	.....	
22090	Savanna and Fulton .....	Chicago, Burlington and Northern R. R.	18.57	13	1,047.90	.....	1,047.90	56.43	.....	
22091	Galwood (n. o.) and Dunning .....	Chicago, Milwaukee and St. Paul Rwy.	2.89	12	119.70	.....	119.70	42.75	.....	
22092	Galena and Galena Junction (n. o.) .....	Chicago, Burlington and Northern R. R.	3.79	12	162.02	.....	162.02	42.75	.....	
22093	Springfield and Litchfield .....	St. Louis and Chicago Rwy.	45.64	6	2,185.24	.....	2,185.24	47.88	.....	
22094	Geneva and St. Charles.....	Chicago and Northwestern Rwy.	3.21	21	137.23	.....	137.23	42.75	.....	
22095	Chicago, Ill., and Dubuque, Iowa {	Chicago, St. Paul and Kansas City Rwy.	167.33	13	17,316.49	.....	17,316.49	111.15	.....	{ \$22.23 per mile on 14.42 miles, lap service.
22096	Rockford and Rockton.....	Chicago, Milwaukee and St. Paul Rwy.	16.37	15	1,805.44	.....	1,805.44	22.23	.....	
22097	Marion, Ill., and Paducah, Ky.....	St. Louis, Alton and Terre Haute R. R.	57.01	6	655.78	.....	655.78	42.75	.....	
22098	Chicago, Ill., and Kansas City, Mo.....	Chicago, Santa Fe and California Rwy.	454.82	14.71	38,109.36	.....	38,109.36	83.79	.....	Pay not fixed on 41.67 miles.
22099	Rondout and Libertyville.....	Chicago, Milwaukee and St. Paul Rwy.	3.28	6	140.22	.....	140.22	42.75	.....	

22100	Millstadt Junction (n. o.) and Mill- stadt.	Mobile and Ohio R. R.	7	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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# REPORT OF THE POSTMASTER-GENERAL.

Number of route	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average number of trips per week over whole route	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
MICHIGAN—continued.										
24024	Ypsilanti and Hillsdale	Lake Shore and Michigan Southern Rwy.	61.51	6	3,312.92	.....	3,312.92	53.86	.....	
24025	Zion and East Saginaw	Port Huron and Northwestern Rwy.	79.10	12	5,071.80	.....	5,071.80	64.12	.....	
24026	Grand Rapids and Baldwin	Chicago and West Michigan Rwy.	74.99	6	5,834.22	.....	5,834.22	77.80	.....	
24027	Detroit and Grand Haven	Detroit, Grand Haven and Milwaukee Rwy.	183.44	6	26,745.28	.....	26,745.28	141.93	.....	
24028	Detroit and Fort Gratiot	Chicago, Detroit and Canada Grand Trunk Junction R.R.	58.97	13	9,176.32	.....	9,176.32	155.61	.....	
24029	Jackson, Mich., and Fort Wayne, Ind.	Lake Shore and Michigan Southern Rwy.	100.40	12	7,210.72	.....	7,210.72	71.82	.....	
24030	East Saginaw and Ithaca	Saginaw Valley and St. Louis R.R.	45.96	6.45	3,300.84	.....	3,300.84	71.82	.....	
24031	Fort Howard, Wis., and Ishpeming, Mich.	Chicago and Northwestern Rwy.	180.08	13.28	22,540.61	.....	22,540.61	125.17	.....	All land grant.
24032	Powers and Crystal Falls	do	57.75	14	4,295.44	.....	4,295.44	74.38	.....	
24033	Lenox and Jackson	Michigan Air Line Rwy.	106.47	6.80	7,282.54	.....	7,282.54	68.40	.....	
24034	Weldon and Traverse City	Traverse City R.R.	26.22	6	1,427.95	.....	1,427.95	73.53	.....	
24035	Toledo, Ohio, and Detroit, Mich.	Michigan Central R.R.	59.30	13	11,610.34	.....	11,610.34	193.79	.....	
24036	Trenton and Corbus Junction (n. o.)	Lake Shore and Michigan Southern Rwy.	37.23	6	1,846.23	.....	1,846.23	49.59	.....	
24037	St. Clair and Lenox	Michigan Central R.R.	16.06	6	1,043.57	.....	1,043.57	64.98	.....	
24038	Iron River Junction (n. o.) and Waterman	Chicago and Northwestern Rwy.	54.79	7	2,342.27	.....	2,342.27	42.75	.....	
24039	Fort Gratiot, Mich., and Chicago, Ill.	Chicago and Grand Trunk Rwy.	337.56	13	42,137.61	.....	42,137.61	124.83	.....	
24040	Marquette and Houghton	Duluth, South Shore and Atlantic Rwy.	94.82	7.75	6,550.16	.....	6,550.16	69.08	.....	All land grant.
24041	Alma and Howard City	Detroit, Lansing and Northern R.R.	42.90	12	3,081.07	.....	3,081.07	71.82	.....	
24042	Port Huron and Port Austin	Port Huron and Northwestern Rwy.	87.98	12	6,619.61	.....	6,619.61	75.24	.....	
24043	Coleman and Mount Pleasant	Flint and Pere Marquette R.R.	15.03	6	732.41	.....	732.41	48.73	.....	
24044	Clare and Merced	do	32.00	6	1,370.56	.....	1,370.56	42.75	.....	

	27.12	12	2,318.76	2,318.76	85.50
Flint and Pere Marquette (R. R.)					
Chicago and West Michigan Rwy.	4.15	6	177.41		42.75
Flint and Pere Marquette R. R.	24.45	6	1,045.23		42.75
East Saginaw and Bay City	13.24	7	1,313.14		99.18
Saginaw City Junction (n. o.) and Saginaw.	3.75	7	176.32		47.02
Muskegon Junction (n. o.) and Jennings.	8.04	6	343.71		42.75
Point St. Ignace (n. o.) and Marquette.	151.00	7	11,747.80		77.80
Pont Water and Muskegon.	44.86	6	3,344.12		74.38
Humboldt and Republic.	8.61	6	308.07		42.75
East Saginaw and Bad Axe.	68.28	13	3,091.50		46.81
Grand Rapids and Muskegon.	40.73	6	3,028.49		74.38
Potosky and Harbor Springs.	8.20	12	350.55		42.75
Alger and Alpena.	105.34	6	11,168.14		106.02
Naranta Station (n. o.) and Metropolitan.	34.90	6	1,491.97		42.75
Ontonagon and Copley.	14.62	6	625.00		42.75
Pont Huron and Almont.	84.50	6	1,622.19		47.02
Palm Station and Sand Beach.	18.93	6	809.25		42.75
Milwaukee Junction (n. o.) and West Detroit.	4.64	3	198.36		42.75
Lawton and South Haven.	38.03	6	863.55		42.75
Pontiac and Cassville.	100.91	6	5,780.12		67.28
Mount Pleasant and Cadillac.	64.57	18.52	5,355.43		82.94
Cadillac and Lake City.	18.65	12	583.53		42.75
Houghton and Calumet.	13.85	12.5	989.19		62.41
Hancock and Red Jacket.	16.67	9.60	686.89		42.75
Junction (n. o.) and Lake Linden.	3.35	18.5	148.94		44.46
Bessemer and Melvin.	33.72	7	1,441.53		42.75
Sault de St. Marie and Sault Junction (n. o.).	47.80	12	3,290.52		68.40
Pineconing and Gladwin.	28.28	6	1,208.97		42.75
Rodney and Chippewa Lake.	5.91	6	232.65		42.75
Grosvener Junction (n. o.) and Fayette.	25.57	12	1,288.75		50.44

Pay not fixed on 15.83  
miles.

## C.—Railroad service as in operation on the 30th of June, 1889—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 railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
MICHIGAN—continued.										
24076	Ashley and Muskegon.....	Toledo, Saginaw and Muskegon Rwy.	96.24	6	4,689.77	.....	4,689.77	48.73	.....	
24077	Kalamazoo and Hastings .....	Kalamazoo and Hastings Construction Company (Limited) operating the Chicago, Kalamazoo and Saginaw Rwy.	31.08	9.77	1,328.67	.....	1,328.67	42.75	.....	
24078	Ludington and Stetson .....	Mason and Oceana R. R.	29.15	6.41	1,246.16	.....	1,246.16	42.75	.....	
24079	Grand Lodge and Grand Rapids.....	Detroit, Lansing and North-Mich. R. R.	53.95	19	4,566.86	.....	4,566.86	84.65	.....	
24080	Jackson, Mich., and Chicago, Ill. ....	Michigan Central R. R.	210.16	24.85	64,566.51	13,650.40	78,166.91	308.94	65.00	
24081	Nestor, Mich., and Iron River, Wis.	Duluth, South Shore and Atlantic Rwy.	167.34	6	7,153.78	.....	7,153.78	42.75	.....	
24082	Sturgis and Battle Creek .....	St. Louis, Sturgis and Battle Creek R. R.	41.90	6	.....	.....	.....	.....	.....	
24083	Dorand and East Saginaw.....	Toldeo, Ann Arbor and North Michigan Rwy. Company, lessee of the Toledo, Saginaw and Mackinaw Rwy. R. R.	39.96	6	.....	.....	.....	.....	.....	
24084	Manistee and Onondaga.....	Manistee and Northeastern R. R.	13.76	6	622,972.90	25,433.90	648,406.80	.....	.....	
WISCONSIN.										
24091	Milwaukee, Wis., and North Me-	Chicago, Milwaukee and St. Paul Rwy.	195.98	15.82	32,172.07	4,809.50	37,061.57	164.16	25.00	
24092	Gregg, Iowa.....	.....	198.42	38.94	137,217.11	34,733.50	171,950.61	191.70	175.00	
24093	Milwaukee and La Crosse .....	.....	97.22	12	10,639.75	.....	10,639.75	109.44	.....	
24094	Milton Junction and Berlin.....	.....	73.50	11.40	6,391.07	.....	6,391.07	81.65	.....	
24095	Watertown and Madison .....	.....	38.97	12	3,765.28	.....	3,765.28	96.62	.....	
24096	Horicon and Portage .....	.....	32.34	7.27	4,004.70	.....	4,004.70	77.81	.....	
24097	Rosh Lake and Winneconne.....	.....	14.84	6	634.41	.....	634.41	42.75	.....	
24098	Oshkosh and Ripon.....	.....	20.40	12	1,770.08	.....	1,770.08	87.21	.....	



No.	Location	Chicago and Northwestern Rwy.	242.47	22.28	45,291.67	15,550.80	61,142.47	197.51 158.00	120.00 80.10 40.00	Notes
25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	{ 242.47	22.28	45,291.67	15,550.80	61,142.47	{ 197.51 158.00	{ 120.00 80.10 40.00	65.77 miles land grant to Fond du Lac to Fort Howard. R. P. O. \$120 per mile for 62.70 miles. Chicago to Harvard, \$80 per mile for 28.40 miles. Harvard to Janesville, and \$40 per mile for 151.37 miles. Janesville to Fort Howard.
25010	Caladonia, Ill., and Winona Junction (n. o.).	do	189.55	15.53	37,438.02	13,046.00	51,084.02	197.51	{ 40.00 80.00	R. P. O. \$10 per mile for 37.95 miles. Caladonia to Evansville; \$40 per mile for 151.00 miles. Evansville to Winona Junction (n. o.).
25011	Kenosha, Wis., and Rockford, Ill.	do	78.71	11.16	7,436.60	600.00	8,036.60	100.83	40.00	R. P. O. Harvard to Caladonia, 15 miles.
25012	Milwaukee and Fond du Lac.	do	64.12	19	11,677.53		11,677.53	183.12		
25013	Vacant.	do								
25014	Winona, Minn., and La Crosse, Wis.	do	33.86	17.07	6,021.66	2,376.80	8,398.46	177.84	80.00	R. P. O. Winona to Winona Junction (n. o.), 29.71 miles. All land grant.
25015	Stevens Point and Portage.	Wisconsin Central R. R.	74.13	6	4,503.44		4,503.44	61.56		(Milwaukee to Schelsingerville, 32.99 miles, at \$35.91 per mile. 187.55 miles land grant, Stevens Point to Ashland.
25016	Milwaukee and Republic.	Milwaukee and Northern R.R.	256.04	11.77	22,109.05		22,109.05	88.35		
25017	Milwaukee and Ashland.	Wisconsin Central R. R.	345.94	16.19	32,513.40		32,513.40	{ 35.91 113.73		
25018	Milwaukee and Two Rivers.	Milwaukee, Lake Shore and Western Rwy.	84.96	18.91	11,622.52		11,622.52	136.80		
25019	Sheboygan and Princeton.	Chicago and Northwestern Rwy.	79.22	9.82	5,263.18		5,264.18	66.03		
25020	Warren, Ill., and Mineral Point, Wis.	Chicago, Milwaukee and St. Paul Rwy.	32.94	12	2,816.37		2,816.37	85.50		
25021	Calumet and Plattville.	do	18.74	18	897.27		897.27	47.88		
25022	New Lisbon and Needah.	do	13.09	18	550.59		550.59	42.75		
25023	Nashville and Portage.	do	38.40	6	2,560.89		2,560.89	66.69		
25024	Racine, Wis., and Rock Island, Ill.	do	197.85	10.26	25,882.73	550.00	26,432.73	130.82	25.00	R. P. O. Lanark Junction (n. o.) to Savanna, 22 miles.
25025	Galena, Ill., and Woodman, Wis.	Chicago and Northwestern Rwy.	76.29	8.24	5,414.30		5,414.30	70.97		
25026	Eau Claire and Abbottsford.	Wisconsin and Minnesota R.R.	66.39	19	6,982.23		6,982.28	105.17		

U. P. O., Lanark Junction (n. o.) to Savanna, 22 miles.

C.—Railroad service as in operation on the 30th of June, 1899.—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 railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
WISCONSIN—continued.										
25027	Fort Howard, Wis., and Winona, Minn.	Green Bay, Winona and St. Paul R. R.	214.88	6	14,515.14	.....	14,515.14	.....	.....	
25028	Madison and Bay field .....	Chicago, St. Paul, Minneapolis and Omaha Rwy.	181.11	13.27	13,255.44	.....	13,255.44	.....	.....	All land grant
25029	Lone Rock and Richland Centre .....	Chicago, Milwaukee and St. Paul Rwy.	16.33	12	907.02	.....	907.02	.....	.....	
25030	Elroy, Wis., and St. Paul, Minn. ....	Chicago, St. Paul, Minneapolis and Omaha Rwy.	196.69	20.26	22,332.18	.....	22,332.18	.....	.....	Do.
25031	Tomah and Minocqua .....	Chicago, Milwaukee and St. Paul Rwy.	161.96	6	11,631.96	.....	11,631.96	.....	.....	Do.
25032	Ashland Junction (n. o.) and Ashland, Wis. ....	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4.63	13	294.51	.....	294.51	.....	.....	
25033	River Falls Junction (n. o.) and Ellsworth .....	do	25.76	9	1,211.49	.....	1,211.49	.....	.....	
25034	Sparta and Vinona .....	Chicago, Milwaukee and St. Paul Rwy.	35.76	6	2,017.93	.....	2,017.93	.....	.....	
25035	Fond du Lac and Iron Ridge .....	do	38.72	12	1,227.78	.....	1,227.78	.....	.....	
25036	Janesville and Beloit .....	do	15.72	12	672.03	.....	672.03	.....	.....	
25037	Merrillville and Nottsville .....	Chicago, St. Paul, Minneapolis and Omaha Rwy.	15.43	15.5	672.90	.....	672.90	.....	.....	
25038	Milwaukee and Montfort .....	Chicago and Northwestern Rwy.	140.37	11.06	14,142.26	.....	14,142.26	.....	.....	
25039	Mazo Manie and Prairie du Sac ..	Chicago, Milwaukee and St. Paul Rwy.	10.33	12	485.81	.....	485.81	.....	.....	
25040	Hilbert and Appleton .....	Milwaukee and Northern R. R.	21.94	9	937.93	.....	937.93	.....	.....	
25041	Elkhorn and Eagle .....	Chicago, Milwaukee and St. Paul Rwy.	17.56	6	750.69	.....	750.69	.....	.....	
25042	Lancaster Junction (n. o.) and Lancaster, Wis. ....	Chicago and Northwestern Rwy.	12.28	12	1,081.49	.....	1,081.49	.....	.....	
25043	Lowtech and Platteville .....	do	4.38	12	187.24	.....	187.24	.....	.....	
25044	Broadhead and New Glarus .....	Chicago, Milwaukee and St. Paul Rwy.	22.90	12	978.97	.....	978.97	.....	.....	
25045	Monroe and Rhineland .....	Milwaukee, Lake Shore and Western Rwy.	14.64	12	625.86	.....	625.86	.....	.....	
25046	Oshkosh and Hortonville .....	do	23.77	9	1,016.16	.....	1,016.16	.....	.....	

No.	Location	Company	Capital	Surplus	Assets	Liabilities	Net Worth	Notes
25047	Wabasha, Minn., and Eau Claire, Wis.	Chicago, Milwaukee and St. Paul Rwy.	49.27	9.12	3,538.57	8,538.57	71.82	
25048	Eau Claire and Chicago Junction (n. o.), Wis., and Mahtowoc and Wausau.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	81.85	7.44	6,578.28	6,578.28	80.37	
25049	Mahtowoc and Wausau.	Milwaukee, Lake Shore and Western Rwy.	133.61	17.79	15,764.64	15,764.64	117.89	
25050	Eland and Watertown.	do	105.48	14.16	10,552.21	10,552.21	100.04	
25051	Superior Junction (n. o.), Wis., and Duluth, Minn.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	70.83	13	4,132.20	4,132.20	56.77	
25052	Afton and Janesville.	Chicago and Northwestern Rwy.	6.09	24.5	285.99	285.99	42.75	
25053	Red Cedar Junction (n. o.) and Menomonie.	Chicago, Milwaukee and St. Paul Rwy.	16.38	6	812.28	812.28	49.59	
25054	Trempealeau and Galesville.	Chicago and Northwestern Rwy.	8.23	15	351.83	351.83	42.75	
25055	Brandon and Marquette.	Chicago, Milwaukee and St. Paul Rwy.	11.91	6	509.15	509.15	42.75	
25056	Dexter Junction (n. o.) and Vesper.	Wisconsin, Pittsfield and Superior Rwy.	26.87	7.53	892.19	892.19	42.75	
25057	Menominee, Mich., and Oconto, Wis.	Milwaukee and Northern R. R.	23.96	12	981.54	981.54	42.75	
25058	Clintonville and Oconto.	Milwaukee, Lake Shore and Western Rwy.	56.75	12	2,765.99	2,765.99	48.74	
25059	Minneapolis, Minn., and Sault Ste. Marie, Mich.	Minneapolis, St. Paul and Sault Ste. Marie Rwy.	406.19	0.58	21,212.12	21,212.12	42.75	
25060	Antigo and Malcom.	Milwaukee, Lake Shore and Western Rwy.	13.37	6	571.56	571.56	42.75	
25061	Chippewa Falls, Wis., and St. Paul, Minn.	Minnesota, St. Croix and Wisconsin R. R.	104.63	13	10,556.12	10,556.12	100.89	
25062	Necedah Junction (n. o.) and Neeshab.	Chicago and Northwestern Rwy.	16.48	9.30	704.52	704.52	42.75	
25063	Watersmeet, Mich., and Ashland, Wis.	Milwaukee, Lake Shore and Western Rwy.	98.42	7	8,391.25	8,391.25	84.65	
25064	Janesville and Evansville.	Chicago and Northwestern Rwy.	16.75	12	2,649.51	2,649.51	158.18	
25065	Dexter Junction and Hogan.	Wisconsin, Pittsfield and Superior Rwy. Company, lessee of the Milwaukee, Dexter and Northern Rwy.	15.72	6	672.03	672.03	42.75	
25066	Chelsea and Rib Lake.	Wisconsin Central R. R.	6.35	12	271.46	271.46	42.75	
25067	Ashland, Wis., and Duluth, Minn.	Northern Pacific R. R.	71.69	6				
25068	Pratt Junction and Harrison.	Milwaukee, Lake Shore and Western Rwy.	17.98	6				
			5,194.84		73,316.60	680,130.44		
25069	St. Paul, Minn., and Missoula, Mont.	Northern Pacific R. R.	1,286.02	8.73	248,615.94	11,902.50	200,518.44	

MINNESOTA

C.—Railroad service as in operation on the 30th of June, 1-89—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.	
MINNESOTA—continued.										
26002	Benson, Minn., and Watertown, Dak.	St. Paul, Minneapolis and Manitoba Rwy.	92.75	6	5,392.48	.....	5,392.48	58.14	.....	All land grant. R. P. O., 143.73 miles. St. Cloud to Barnesville.
26003	Moorhead, Minn., and Wabpeton, Dak.	do	45.02	7	4,773.02	.....	4,773.02	106.02	.....	All land grant.
26004	St. Cloud and St. Vincent.....	do	314.85	9.73	41,132.00	3,592.25	44,725.25	130.64	25.00	All land grant. R. P. O., St. Paul to Minneapolis, 10.44 miles.
26005	Barnesville, Minn., and Fargo, Dak.	do	24.32	9.74	3,438.20	.....	3,438.20	140.22	.....	All land grant.
26006	St. Paul and Breckenridge.....	do	214.58	16	29,060.50	261.00	29,321.50	135.43	25.00	All land grant. R. P. O., St. Paul to Minneapolis, 10.44 miles.
26007	St. Paul and Deluth.....	St. Paul and Duluth R. R.	151.83	17.6	14,953.74	.....	14,953.74	98.49	.....	All land grant.
26008	Minneapolis and Stillwater.....	do	29.39	15.7	1,125.26	.....	1,125.26	41.90	.....	12.67 miles land grant, White Bear Lake to Stillwater.
26009	St. Paul, Minn., and McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	212.21	13	26,619.43	.....	26,619.43	110.80	.....	100.10 miles land grant, St. Paul to Austin.
26010	Hastings, Minn., and Roselle, Dak.	do	269.74	9.45	43,925.62	.....	43,925.62	160.70	.....	202.11 miles land grant, Hastings to Ortonville.
26011	Duluth and Brainerd.....	Northern Pacific R. R.	114.29	7	5,700.49	.....	5,700.49	49.93	.....	All land grant.
26012	Austin, Minn., and Mason City, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	41.33	13	2,527.40	.....	2,527.40	51.98	.....	12.17 miles land grant, Austin to Lytle.
26013	Minneapolis, Minn., and La Crosse, Wis.	do	142.55	34	81,416.00	21,982.50	103,398.50	571.14	150.00	183.90 miles land grant, St. Peter to Watertown.
26014	St. Peter, Minn., and Redfield, Dak.	Winona and St. Peter R. R.	255.37	8.5	29,154.79	.....	29,154.79	106.50	.....	All land grant.
26015	Winona and St. Peter.....	do	139.81	16.04	19,126.00	.....	19,126.00	136.80	.....	
26016	Sleepy Eye and Redwood Falls.....	do	26.67	12	1,140.14	.....	1,140.14	42.75	.....	
26017	Rochester and Zimmerman.....	do	21.44	12	916.56	.....	916.56	42.75	.....	
26018	Chatham and Plainview.....	do	28.73	15.42	1,228.20	.....	1,228.20	42.75	.....	
26019	Markate Junction (n. o.) and Mankato, Dak.	do	4.09	26	188.83	.....	188.83	46.17	.....	
26020	Worthington, Minn., and Salem, Dak.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	101.57	6.38	6,166.31	.....	6,166.31	60.71	.....	



C.—Railroad service as in operation on the 30th of June, 1899—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.	
MINNESOTA—continued.										
26052	Moorhead and Halstad .....	St. Paul, Minneapolis and Manitoba Rwy.	34.51	4	1,475.30	.....	1,475.30	42.75	.....	
26053	Birch, Cooley, Minn., and Watertown, Dak. ....	Wisconsin, Minnesota and Pacific Rwy.	123.39	6	8,545.99	.....	8,545.99	69.36	.....	
26054	Duluth and Ely .....	Duluth and Iron Range R. R.	118.35	6	5,464.21	.....	5,464.21	46.17	.....	
26055	St. Paul and Lyle .....	Minnesota and Northwestern R. R.	109.54	17.42	11,988.05	.....	11,988.05	109.44	.....	
26056	Glencoe and Hutchinson .....	Chicago, Milwaukee and St. Paul Rwy.	14.24	12	608.76	.....	608.76	42.75	.....	
26057	St. Cloud and Willmar .....	St. Paul, Minneapolis and Manitoba Rwy.	58.69	6	3,061.27	.....	3,061.27	52.16	.....	
26058	Minneapolis, Minn., and Fairmont, Dak. ....	Minneapolis, St. Paul and Sanit Ste. Marie Rwy. Co.	192.30	6	9,207.32	.....	9,207.32	47.88	.....	
26059	Elk River and Milaca .....	St. Paul, Minneapolis and Manitoba Rwy.	33.12	6	1,415.88	.....	1,415.88	42.75	.....	
26060	Hutchinson Junction (n. o.) and Hutchinson .....	do	53.40	6	2,282.85	.....	2,282.85	42.75	.....	
26061	Wendeg Junction, Minn., and Pembina, Dak. ....	Northern Pacific R. R.	200.15	7	15,229.40	.....	15,229.40	76.09	.....	
26062	St. Paul and Cardigan Junction (n. o.) .....	Minneapolis, St. Paul and Sanit Ste. Marie Rwy.	8.00	12	649.84	.....	649.84	81.23	.....	
26063	Evansville and Tintah .....	St. Paul, Minneapolis and Manitoba Rwy.	32.74	6	1,389.63	.....	1,389.63	42.75	.....	
			7,087.16		858,829.10	45,541.50	904,370.66			
IOWA.										
27001	Hurlington, Iowa, and Albert Lea, Minn. ....	Burlington, Cedar Rapids and Northern Rwy.	252.70	16.24	37,811.50	.....	37,811.50	149.03	.....	
27002	Cedar Rapids and Decorah .....	do	122.21	6	8,350.16	.....	8,350.16	68.40	.....	
27003	Cedar Rapids, Iowa, and Watertown, Dak. ....	do	399.68	9.52	33,520.90	.....	33,520.90	15.39	.....	{ Service to Vinton, 23.10 miles, at \$15.39 per mile.
27004	Muscatine and What Cheer .....	do	76.62	6.93	4,078.70	.....	4,078.70	64.98	.....	
27005	Burlington and Union Pacific Trans-fer (n. o.) .....	Chicago, Burlington and Quincy R. R.	294.00	36.12	175,981.03	73,500.00	249,481.03	589.00	250.00	{ 276.10 miles land grant, Burlington to Pacific Junction.

27006	Chariton, Iowa, and Grant City, Mo.	do	83.91	9.00	7,948.48	7,948.48	84.05	{ 10.78 miles land grant, from near Dubuque south to Tété des Mortes Creek. R. P. O., 94.90 miles, Sabula to McGregor.
27007	Creston, Iowa, and Hopkins, Mo.	do	44.27	13	8,904.73	8,904.73	84.86	
27008	Burlington, Iowa, and Carrollton, Mo.	Chicago, Burlington and Kansas City Rwy.	220.57	6	17,539.72	17,539.72	79.53	
27009	Vulcan, Iowa, and Burlington Junction, Mo.	Chicago, Burlington and Quincy R. R.	37.54	6	3,471.63	3,471.63	65.84	{ All land grant. R. P. O., \$65 per mile for 53.97 miles, Davenport to Iowa City, and \$50 per mile residue.
27010	Albia, Iowa, and Leola, Minn.	Central Iowa Rwy.	198.71	13	22,438.41	22,438.41	112.86	
27011	Keokuk and Burlington.	Chicago, Burlington and Quincy R. R.	43.26	13	6,916.84	6,916.84	139.59	
27012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	181.79	15.19	25,495.40	2,422.50	{ 141.93 } { 25.00 } { 113.54 }	{ 3.05 miles land grant, Clinton to Lyons. } { 210.66 miles land grant, Calmar to Sheldon Junction. }
27013	Stanwood and Tipton.	Chicago and Northwestern Rwy.	8.94	13	382.18	.....	42.75	
27014	Davenport and Union Pacific Trans-fer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.97	19.01	46,531.26	16,708.05	146.97	
27015	Des Moines and Indianapolis.	do	22.54	13.78	1,580.27	.....	70.11	{ 6.15 miles, Mis-souri Valley to Cal-ifornia; \$25 per mile for 70.12 miles, resi-due.
27016	Washington and Knoxville.	do	78.79	12.07	6,723.73	.....	72.68	
27017	Davenport, Iowa, and Leavenworth, Kans.	do	338.77	14.85	48,081.62	.....	141.93	
27018	Davenport and Mapoketa.	Chicago, Milwaukee and St. Paul Rwy.	43.97	7.74	2,143.09	.....	43.74	{ 3.05 miles land grant, Clinton to Lyons. } { 210.66 miles land grant, Calmar to Sheldon Junction. }
27019	Keokuk and Des Moines.	Chicago, Rock Island and Pacific Rwy.	163.04	13	14,916.52	.....	91.49	
27020	Farley and Cedar Rapids.	Chicago, Milwaukee and St. Paul Rwy.	57.87	9.07	4,354.13	.....	75.24	
27021	Dubuque and Sioux City.	Illinois Central R. R.	327.70	12.43	40,792.09	.....	124.48	{ 3.05 miles land grant, Clinton to Lyons. } { 210.66 miles land grant, Calmar to Sheldon Junction. }
27022	WATERLOO, IOWA, AND LYLE, MINN.	do	82.12	12	7,653.58	.....	93.20	
27023	Beula and Elkader.	Chicago, Milwaukee and St. Paul Rwy.	16.52	8	834.48	.....	43.75	
27024	Clinton and Anamosa.	Chicago and Northwestern Rwy.	72.07	6	4,276.87	.....	{ 47.88 } { 59.85 }	{ 3.05 miles land grant, Clinton to Lyons. } { 210.66 miles land grant, Calmar to Sheldon Junction. }
27025	Calmar, Iowa, and Running Water, Dak.	Chicago, Milwaukee and St. Paul Rwy.	350.06	10.92	45,543.59	.....	{ 118.33 } { 147.92 }	
27026	Conover and Decorah.	do	9.51	18	780.58	.....	82.08	
27027	Davenport and Calmar.	do	105.73	7.12	16,446.03	.....	93.20	{ 3.05 miles land grant, Clinton to Lyons. } { 210.66 miles land grant, Calmar to Sheldon Junction. }
27028	Savanna and Union Pacific Trans-fer (n. o.).	do	352.37	13.06	46,396.55	85.50	131.87	
27029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R.	76.27	17.99	14,803.24	2,060.50	194.09	

C.—Railroad service as in operation on the 30th of June, 1899—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	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.
					Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
27030	Iowa—continued. Des Moines and Jewell .....	Chicago and Northwestern Ry.	60.32	21.78	8,095.46	.....	8,095.46	133.38	.....	
27031	Des Moines and Tarell .....	Des Moines and Fort Dodge R. R.	82.91	14.75	7,655.90	.....	7,655.90	92.34	.....	
27032	Grimm and Montezuma .....	Central Iowa Ry.	17.49	12	747.69	.....	747.69	42.75	.....	
27033	Albia and Des Moines .....	Chicago, Burlington and Quincy R. R.	68.81	8.82	8,707.21	.....	8,707.21	126.51	.....	
27034	Elk Point, Dak., and Sioux Falls, Dak. ....	Chicago, Milwaukee and St. Paul Ry.	70.61	7.59	5,977.13	.....	5,977.13	84.65	.....	
27035	Burlington and Washington .....	Burlington and Northwestern Ry.	52.06	7.02	3,016.80	.....	3,016.80	57.29	.....	
27036	Newton and Monroe .....	Chicago, Rock Island and Pacific Ry.	18.13	7.25	775.05	.....	775.05	42.75	.....	
27037	Ellsworth, Minn., and Sioux Falls, Dak. ....	Burlington Cedar Rapids and Northern Ry.	42.83	6	1,904.22	.....	1,904.22	44.46	.....	
27038	Maple River and Osawa .....	Chicago and Northwestern Ry.	81.27	12	7,591.47	.....	7,591.47	92.34	.....	
27039	Turkey River and West Union, Ia. ....	Chicago, Milwaukee and St. Paul Ry.	58.63	6	3,550.42	.....	3,550.42	60.71	.....	
27040	Waukon Junction and Waukon .....	Chicago, Rock Island and Pacific Ry.	23.05	6	985.38	.....	985.38	42.75	.....	
27041	Great Bend and Comberland .....	Chicago, Burlington and Quincy R. R.	47.29	12	2,466.64	.....	2,466.64	52.16	.....	
27042	Chariton and Indianola .....	Chicago, Rock Island and Pacific Ry.	34.05	13	4,337.97	.....	4,337.97	127.40	.....	
27043	Hastings and Sidney .....	Chicago, Rock Island and Pacific Ry.	22.14	6	916.48	.....	916.48	42.75	.....	
27044	Atlantic and Audubon .....	Chicago, Rock Island and Pacific Ry.	26.05	12	1,247.27	.....	1,247.27	47.84	.....	
27045	Arcoa and Harlan .....	Wabash Western Ry.	14.35	12	650.34	.....	650.34	45.32	.....	
27046	Des Moines and Ponda .....	Chicago, Milwaukee and St. Paul Ry.	115.11	6	6,791.49	.....	6,791.49	59.00	.....	
27047	Cedar Rapids, Iowa, and Kansas City, Mo. ....	Chicago, Milwaukee and St. Paul Ry.	300.61	6	24,106.02	.....	24,106.02	80.37	.....	
27048	Empira (n. e.) and Iowa Junction (n. e.) .....	Burlington Cedar Rapids and Northern Ry.	20.80	8.56	1,707.26	.....	1,707.26	82.08	.....	
27049	Belle Plaine and Muckleshoot .....	Chicago and Northwestern Ry.	64.68	6	3,318.08	.....	3,318.08	51.80	.....	
27050	Wall Lake and Sac City .....	Chicago, Rock Island and Pacific Ry.	14.13	12	1,090.45	.....	1,090.45	77.81	.....	
27051	Sumner and Hampton .....	Minnesota and Northwestern R. R.	64.93	6	3,786.72	.....	3,786.72	59.00	.....	



	164.64	9.50	16,328.99	16,328.99	99.18
Tama, Iowa, and Elmore, Minn.....					
Bellevue and Cascade.....	36.40	6	1,556.10		42.75
Atlantic and Griswold.....	15.22	12	650.65		42.75
Red Oak and Griswold.....	18.81	9	804.12		42.75
Des Moines and Cedar Falls.....	107.31	9.24	7,340.00		68.40
Dows and Forest City.....	48.86	6	2,088.76		42.75
Hastings and Carson.....	16.24	6	694.26		42.75
Menlo and Guthrie Centre.....	14.96	12	652.40		48.61
Harvey and Des Moines.....	43.62	6	2,716.61		62.42
Bethany, June. (n. o.), Iowa, and Albany, Mo.....	46.12	13	3,943.26		85.50
Mount Zion and Keosauqua.....	4.97	12	212.46		42.75
Arcoa and Carson.....	17.79	12	775.82		43.61
Fort Madison and Collett.....	46.12	6	1,928.88		42.75
Thornburgh and Montezuma.....	16.53	6	791.88		47.88
Jewell and Wall Lake June. (n. o.).....	73.50	6	6,032.88		82.08
Van Wert and Shenandoah.....	96.77	6	6,784.54		70.11
Newburgh and Stato Centre.....	27.00	6	1,154.25		42.75
Hudson and Oelwein.....	35.92	13	2,364.61		65.83
Eagle Grove, Iowa, and Iroquois, Dak.....	271.67	7.65	30,894.31		113.72
Carroll and Kirkman.....	35.97	12	1,829.25		52.16
Cinton and Elmira (n. o.).....	69.53	6	3,032.20		43.61
Pacific June, Iowa, and Platts- mouth, Nebr.....	5.64	27	1,038.90	225.00	166.80 208.62
Red Oak, Iowa, and Nebraska City, Nebr.....	53.13	7.57	4,598.31		86.36
Webster City and Lehigh.....	17.83	6	762.23		42.75
Summerset and Winterset.....	27.70	12	1,871.13		67.55
California, Iowa, and Fremont, Nebr.....	32.01	13	5,364.23	800.25	167.58
Hampton and Belmont.....	22.96	6	981.54		42.75
Marshalltown and Story City.....	30.14	6	1,673.23		42.75
Manning and Audubon.....	17.95	12	874.88		48.74

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C.—Railroad service as in operation on the 30th of June, 1889—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.	
IOWA—continued.										
27081	Des Moines and Boone .....	St. Louis, Des Moines and Northern Rwy.	43.06	6	2,298.97	.....	2,298.97	51.30	.....	
27082	Winfield and Oskaloosa .....	Burlington and Western Rwy.	71.35	7.77	3,721.61	.....	3,721.61	52.16	.....	
27083	Clarinda and Northborough .....	Chicago, Burlington and Quincy R. R.	18.80	6	896.58	.....	896.58	53.01	.....	
27084	Des Moines, Iowa, and Chimesville, Mo. ....	Des Moines, Osceola and Southern R. R.	112.13	6	4,793.55	.....	4,793.55	42.75	.....	
27085	Lake Park, Iowa, and Worthington, Minn. ....	Burlington, Cedar Rapids and Northern Rwy.	18.80	6	819.86	.....	819.86	43.61	.....	
27086	Vacant .....	Des Moines and Fort Dodge R. R.	55.40	6	3,505.15	.....	3,505.15	63.27	.....	
27087	Tara and Ruthven .....	Chicago, Iowa and Dakota Rwy.	26.42	7.20	1,129.45	.....	1,129.45	42.75	.....	
27088	Eldora Junction and Alden .....	Chicago and Northwestern Rwy.	67.41	11.18	4,322.32	.....	4,322.32	64.12	.....	
27089	Sac City and Merville .....	Chicago, Rock Island and Pacific Rwy.	12.75	15	719.48	.....	719.48	56.43	.....	
27090	Wilton Junction and Muscatine .....	Central Iowa Rwy. ....	33.00	6	1,436.40	.....	1,436.40	42.75	.....	
27091	New Sharon and Newton .....	Chicago, Burlington and Quincy R. R.	14.47	13	995.00	.....	995.00	66.69	.....	
27092	Indianola and Avon Junction (n. o.) .....	Quincy R. R.	21.53	6	1,048.65	.....	1,048.65	42.75	.....	
27093	Relay (n. o.) and Albia .....	Crestview, Moravia and Albia R. R.	6.00	12	256.50	.....	256.50	42.75	.....	
27094	Waverly June (n. o.) and Waverly .....	Burlington, Cedar Rapids and Northern Rwy.	172.65	6.51	14,322.07	.....	14,322.07	82.94	.....	
27095	Hayfield, Minn., and Dubuque, Iowa .....	Minnesota and Northwestern R. R.	21.99	12	940.07	.....	940.07	42.75	.....	
27096	Spencer and Spirit Lake .....	Chicago, Milwaukee and St. Paul Rwy.	73.05	6	3,497.63	.....	3,497.63	47.88	.....	
27097	Mason City and Fort Dodge .....	Mason City and Fort Dodge R. R.	90.70	13	10,546.59	.....	10,546.59	116.28	.....	
27098	Sioux City and Manilla .....	Chicago, Milwaukee and St. Paul Rwy.	61.18	6	2,667.44	.....	2,667.44	43.60	.....	
27099	Cherokee and Onawa .....	Cherokee and Dakota R. R.	97.07	0	5,727.13	.....	5,727.13	59.00	.....	
27100	Cherokee, Iowa, and Sioux Falls, Dak. ....	.....	.....	.....	.....	.....	.....	.....	.....	

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## C.—Railroad service as in operation on the 30th of June, 1889—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.	
MISSOURI—continued.										
28020	Pierce City, Mo., and Holtsburg, Kans.	St. Louis and San Francisco Rwy.	212.97	14	27,293.61	.....	27,293.61	{ 119.70 } { 47.88 }	{ } { }	{ \$17.88 per mile for 25.27 miles, Wichita to Hulstead.
28021	Mexico and Cedar City.	Chicago and Alton R. R.	50.34	6	2,840.08	.....	2,840.08	56.43	.....	
28022	East St. Louis, Ill., and Kansas City, Mo.	do	331.00	20.78	42,814.98	.....	42,814.98	133.38	.....	
28023	Cuba Junction (n. o.) and Salem.	St. Louis and San Francisco Rwy.	40.41	6	1,727.52	.....	1,727.52	42.75	.....	
28024	Holten, Mo., and Paola, Kans.	Missouri Pacific Rwy.	54.47	11.18	6,530.05	.....	6,530.05	119.70	.....	
28025	Sallabury and Glasgow.	Wabash Western Rwy.	15.81	6	675.87	.....	675.87	42.76	.....	
28026	Blumark, Mo., and Texarkana, Ark.	Missouri Pacific Rwy.	414.28	16.08	95,019.46	26,938.20	121,947.66	{ 271.51 } { 217.59 }	{ } { }	{ 324 miles land grant. Poplar Bluff to Texarkana.
28027	Cairo, Ill., and Poplar Bluff, Mo.	St. Louis, Iron Mountain and Southern Rwy.	74.87	7	3,635.08	.....	3,635.08	48.50	.....	
28028	St. Joseph and Hopkins.	Kansas City, St. Joseph and Council Bluffs R. R.	59.80	13	7,771.00	.....	7,771.00	129.86	.....	
28029	Hannibal and Gilmore.	St. Louis and Hannibal Rwy.	86.41	11.20	5,826.90	.....	5,826.90	67.55	.....	
28030	St. Joseph, Mo., and Atchison, Kans.	Hannibal and St. Joseph R. R.	22.19	14	2,675.22	.....	2,675.22	120.50	.....	
28031	St. Louis and Florissant.	St. Louis, Cable and Western Rwy.	15.05	6	669.03	.....	669.03	42.75	.....	
28032	Atchison, Kans., and Atchison Junction, Mo.	Chicago, Rock Island and Pacific Rwy.	29.24	8.48	2,100.01	.....	2,100.01	71.82	.....	
28033	Independence and Sedalia.	Missouri Pacific Rwy.	59.22	14	7,004.77	.....	7,004.77	70.32	.....	
28034	Bismarck, Mo., and Columbus, Ky.	St. Louis, Iron Mountain and Southern Rwy.	121.34	14	11,931.36	.....	11,931.36	98.35	.....	
28035	Neelyville and Doniphan.	do	20.04	6	856.71	.....	856.71	42.75	.....	
28036	Fort Scott, Kans., and Springfield, Mo.	Kansas City, Fort Scott and Memphis R. R.	104.32	14	14,300.09	.....	14,300.09	137.60	.....	
28037	St. Joseph and Allany.	Chicago and Burlington and Quincy R. R.	49.63	13	4,455.78	.....	4,455.78	80.78	.....	
28038	North Springfield and Bellvue.	St. Louis and San Francisco Rwy.	40.05	7	1,849.10	.....	1,849.10	46.17	.....	
28039	Monett, Mo., and Fort Smith, Ark.	do	133.44	7	13,805.70	.....	13,805.70	103.46	.....	
28040	Pleasant Hill and Joplin.	Missouri Pacific Rwy.	133.47	14.53	16,547.61	.....	16,547.61	123.98	.....	
28041	Miami, Kans., and Carbon Centre, Mo.	Kansas City, Fort Scott and Memphis R. R.	24.05	6.2	1,028.13	.....	1,028.13	42.75	.....	

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C.—Railroad service as in operation on the 30th of June, 1889—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.	
ARKANSAS.										
29001	Memphis, Tenn., and Little Rock, Ark.	Memphis and Little Rock R. R.	135.00	14	15,400.00	.....	15,608.00	118.60	.....	All land grant.
29002	Helena and Clarendon	Arkansas Midland R. R.	48.77	6	2,084.91	.....	2,084.91	42.75	.....	
29003	Little Rock and Fort Smith	Little Rock and Fort Smith Rwy.	108.00	7	11,719.08	.....	11,719.08	69.76	.....	All land grant.
29004	Tripple and Warren	St. Louis, Iron Mountain and Southern Rwy.	49.25	6	2,273.87	.....	2,273.87	46.17	.....	
29005	Malvern and Hot Springs	Hot Springs R. R.	25.40	14	2,106.67	.....	2,106.67	82.04	.....	
29006	Brinkley and Jacksonport	Batesville and Brinkley R. R.	60.90	6	2,603.47	.....	2,603.47	42.75	.....	
29007	Little Rock and Arkansas City	St. Louis, Iron Mountain and Southern Rwy.	113.75	7.38	8,753.06	.....	8,753.06	76.95	.....	
29008	Fort City and Helena	do	44.65	7	2,901.35	.....	2,901.35	64.98	.....	
29009	Nashville and Hope	Arkansas and Louisiana Rwy.	27.53	14	1,634.27	.....	1,634.27	59.00	.....	
29010	Garden and Camden	St. Louis, Iron Mountain and Southern Rwy.	37.07	6	1,618.13	.....	1,618.13	44.46	.....	
29011	Seavey and Keokuk	St. Louis, Iron Mountain and Southern Rwy.	4.76	21	232.00	.....	232.00	48.74	.....	
29012	Knoled and Forest City	St. Louis, Iron Mountain and Southern Rwy.	97.76	14.80	6,516.61	.....	6,516.61	66.69	.....	
29013	Salliman and Eureka Springs	Eureka Springs Rwy.	39.82	14	1,459.69	.....	1,459.69	70.11	.....	
29014	Newport and Cushman	St. Louis, Iron Mountain and Southern Rwy.	40.57	7	2,016.35	.....	2,016.35	50.44	.....	
29015	McNeil and Maguolia	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	6.72	7	287.28	.....	287.28	42.75	.....	
29016	Varner and Cummins	Varner Branch Rwy., Urquhart & Green, lessees.	5.75	6	245.81	.....	245.81	42.75	.....	
29017	Smithton and Okolona	Southwestern Arkansas and Indian Territory R. R.	14.58	6	623.29	.....	623.29	42.75	.....	
29018	Rogers and Bentonville	Bentonville R. R.	7.05	12	397.45	.....	397.45	43.61	.....	
29019	Fort Smith, Ark., and Paris, Tex.	St. Louis and San Francisco Rwy.	108.93	7	12,132.54	.....	12,132.54	71.82	.....	
29020	Pine Bluff and English	J. R. Campbell, owner. Pine Bluff, Monroe, and New Orleans Rwy.	36.42	6	1,556.95	.....	1,556.95	42.75	.....	
29021	Fayetteville and St. Paul	St. Louis and San Francisco Rwy.	35.86	6	1,686.49	.....	1,686.49	47.03	.....	

29022	Arkadelphia and Dalark.....	11.43	6	488.63	488.63	42.75
29023	Bald Knob, Ark., and Memphis, Tenn.....	93.71	7	6,009.02	6,009.02	64.13
29024	Jones, and Mansfield.....	18.23	14	1,075.57	1,075.57	59.00
29025	Fort Smith and Greenwood.....	19.02	6			
29026	Argenta and Althelmer.....	42.95	6			
	LOUISIANA.					
		1,334.88		85,962.69	85,962.69	
30001	Vacant.					
30002	New Orleans and Cheneyville.....	171.54	14	17,747.52	17,747.52	103.46
30003	New Orleans and La Fayette.....	149.92	14	27,335.92	27,335.92	205.20
30004	Schreiver and Houma.....	15.26	14	652.36	652.36	42.75
30005	Vidalia and Jonesville.....	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 Sarah 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	64.20
30009	Schreiver and Thibodaux.....	5.77	14	246.66	246.66	42.75
30010	La Fayette, La., and Orange, Tex.....	113.25	14	21,979.56	21,979.56	104.08
30011	Shreveport and Cheneyville.....	156.57	14	14,457.07	14,457.07	92.84
30012	Greene and St. Martinsville.....	7.66	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	New Orleans and Covington.....	59.50	7	2,543.62	2,543.62	42.75
30015	Baldwin Station (n. o) and Louisiana.....	15.25	7	651.93	651.93	42.75
30016	Shreveport and Logansport.....	41.72	7	1,783.53	1,783.53	42.75
30017	Cypress and Natchitoches.....	11.62	14	526.50	526.50	45.31
30018	Gibbsland and Homer.....	19.63	7	839.18	839.18	42.75
30019	Gibbsland, Ark., and Shreveport, La.....	61.04	6	2,699.46	2,699.46	42.75
30020	New Orleans and Bohemia (n. o).....	59.00	6	2,223.00	2,223.00	44.46

C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and terminal.	Corporate title of company embodying the mail.	Distance. Miles.	Average number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
LOUISIANA—continued.										
29021	La Fayette and Alexandria	Morgan's Louisiana and Texas R. R. and Steamship Co.	85.82	6	10,106.93	.....	10,106.93	139.37	.....	24.36 miles Chenoyville and Alexandria, at \$68.27 per mile.
29022	New Iberia and Avery	do	10.05	7	439.63	.....	439.63	42.75	.....	
			1,220.15		110,104.77		110,104.77			
TEXAS.										
31001	Houston and Galveston	International and Great North- ern R. R.	51.40	21	6,855.73	.....	6,855.73	133.38	.....	
31002	Houston and San Antonio	Galveston, Harrisburgh and San Antonio Rwy.	218.01	7	26,841.39	.....	26,841.39	123.12	.....	
31003	Houston and Denison	Houston and Texas Central Rwy.	237.00	14	54,473.74	.....	54,473.74	161.60	.....	
31004	Hempstead and Austin	do	115.16	14	9,354.44	.....	9,354.44	81.23	.....	
31005	Freemont and Albany	do	230.89	7	17,570.72	.....	17,570.72	76.10	.....	
31006	Longview and Houston	International and Great North- ern R. R.	235.43	7	35,153.55	.....	35,153.55	141.93	.....	
31007	Telesquite and Laredo	do	415.80	8.60	57,393.35	.....	57,393.35	138.25	.....	
31008	Houston and Columbia	do	31.00	6	2,180.25	.....	2,180.25	42.75	.....	
31009	Shreveport, La., and El Paso, Texas	Texas and Pacific Rwy.	834.72	10.68	125,012.87	.....	125,012.87	139.63	.....	19.30 miles Shreveport, La., and State Line (n.o.), Tex., land grant, at \$127.25 per mile; 91.50 miles Sierra Blanca and El Paso, at \$81.25 per mile.
31010	Texasland, Ark., and Marshall, Tex.	do	69.64	14	15,838.23	.....	15,838.23	227.43	.....	
31011	Whitcomb, Ark., and Texas- land, Ark.	do	173.44	7	16,903.19	.....	16,903.19	97.47	.....	
31012	Houston and Orange	Texas and New Orleans R. R.	105.33	14	20,454.70	.....	20,454.70	162.37	.....	
31013	Jefferson and McKinney	Missouri, Kansas and Texas Rwy.	153.46	6	8,906.30	.....	8,906.30	57.29	.....	







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C.—Railroad service as in operation on the 30th of June, 1889.—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 office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
KANSAS—continued.										
33010	Atchinson, Kans., and Pueblo, Colo.	Atchinson, Topeka and Santa Fe R. R.	{ 470.41 130.04 }	16.03	127,363.44	51,277.50	178,639.94	{ 193.37 241.97 }	90.00	{ Land grant Atchison to State line (n. o.), 470.41 miles. R. P. O. Topeka to Pueblo only, 508.75 miles. R. P. O. between Pueblo (n. o.) and Table Rock only, 23.80 miles.
33011	Newton and Arkansas City.	do	78.81	8.41	7,412.08	.....	7,412.08	94.05	.....	
33012	Atchinson, Kans., and Columbus, Neb.	Burlington and Missouri River R. R. (in Nebraska).	220.48	8.62	23,567.23	970.00	30,567.23	134.24	23.00	
33013	Lawrence and Miltonvale.	Kansas Central R. R.	166.18	6	11,082.54	.....	11,082.54	66.09	.....	
33014	Lawrence and Concordia.	Lawrence, Emporia and Southwestern Rwy.	33.75	6	1,442.81	.....	1,442.81	42.75	.....	
33015	Junction City and Concordia.	Junction City and Fort Kearney Rwy.	70.77	12.36	6,474.74	.....	6,474.74	91.49	.....	
33016	Topeka, Kans., and Kansas City, Mo.	Atchinson, Topeka and Santa Fe Rwy.	66.88	14	21,043.12	6,019.20	27,062.32	314.64	90.00	
33017	Phoenix and Winfield.	do	75.03	6	3,297.53	.....	3,297.53	42.75	.....	
33018	Verant.	Southern Kansas Rwy.	47.04	8.10	2,493.50	.....	2,493.50	53.01	.....	
33019	Orissa and Burlington.	St. Louis and San Francisco Rwy.	38.77	7	1,790.01	.....	1,790.01	46.17	.....	
33020	Grant, Kans., and Joplin, Mo.	Central Branch Union Pacific R. R.	20.69	8.83	2,476.59	.....	2,476.59	119.70	.....	
33021	Waverly and Washington.	do	43.19	7	5,082.24	.....	5,082.24	138.51	.....	
33022	Greenland and Concordia.	Atchinson, Topeka and Santa Fe R. R.	77.65	12	3,717.87	.....	3,717.87	47.88	.....	
33023	Popoia and Howard.	do	73.97	7	4,806.57	.....	4,806.57	64.08	.....	
33024	Cherryvale and Arelia.	Kansas City, Fort Scott and Memphis R. R.	57.86	13	4,601.02	.....	4,601.02	79.62	.....	
33025	Solomon City and Beld.	Solomon R. R.	138.70	7	14,824.25	.....	14,824.25	106.88	.....	
33026	Concordia and Laura.	Central Branch Union Pacific R. R.	30.86	7	1,319.20	.....	1,319.20	42.75	.....	
33027	Yuma and McPherson.	do	36.78	7	1,572.34	.....	1,572.34	42.75	.....	
33028	Salina and McPherson.	Salina and Southwestern Rwy.	24.05	7	1,583.45	.....	1,583.45	65.84	.....	
33029	Doyle and Alton.	Central Branch Union Pacific R. R.	24.05	7	1,583.45	.....	1,583.45	65.84	.....	

			99.01	6	6,857.43		6,857.43		68.26
33030	Florence and Ellinwood	Atchison, Topeka and Santa Fé R. R.							
33031	Paola and Le Roy Junction (n. o.)	Missouri Pacific Rwy.	61.56	7	4,524.50		4,524.50		73.53
33032	Jamestown and Burr Oak.	Central Branch Union Pacific R. R.	33.86	7	1,881.93		1,881.93		55.58
33033	Osawatomie and Ottawa	Missouri Pacific Rwy.	21.42	7	915.70		915.70		42.75
33034	Burlingame and Manhattan.	Manhattan, Alama and Burlington Rwy.	57.37	6	3,878.93		3,878.93		59.00
33035	Wellington and Kiowa.	Southern Kansas Rwy.	69.33	7	5,631.67		5,631.67		81.23
33036	Fort Scott and Anthony	St. Louis, Fort Scott and Wichita R. R.	214.48	7	15,770.71		15,770.71		73.53
33037	Mulvane and Caldwell.	Atchison, Topeka and Santa Fé R. R.	39.33	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
33039	Pittsburgh and Chanute	Southern Kansas Rwy.	54.89	7.51	2,487.61		2,487.61		45.32
33040	Atchison, Kansas and Omaha, Nebr.	Missouri Pacific Rwy.	164.43	13	10,220.95		10,220.95		97.47
33041	Ottawa and Emporia	Southern Kansas Rwy.	56.85	6	2,576.44		2,576.44		45.32
33042	Wichita and Cimarron	Wichita and Western R. R.	46.10	13	3,624.23		3,624.23		73.66
33043	Weir City Junction (n. o.) and Weir.	Kansas City, Fort Scott and Memphis R. R.	3.90	14	164.72		164.72		42.75
33044	Lawrenceburg and Belleville.	Junction City and Fort Kearney Rwy.	17.13	7	732.30		732.30		42.75
33045	Butler, Mo., and Le Roy, Kans.	St. Louis and Emporia R. R.	79.83	7	3,890.11		3,890.11		43.73
33046	El Dorado and McPherson.	St. Louis, Fort Scott and Wichita R. R.	62.17	7	2,657.76		2,657.76		42.75
33047	Alton and Stockton.	Booka County R. R.	19.07	7	1,125.13		1,125.13		59.00
33048	Atchison and Medicine Lodge.	Southern Kansas Rwy.	21.78	7	1,525.59		1,525.59		70.11
33049	Beaumont and Anthony	St. Louis and San Francisco Rwy.	117.11	7	6,203.00		6,203.00		53.01
33050	Council Grove and Salina.	Topeka, Salina and Western Rwy.	72.22	7	4,754.96		4,754.96		65.84
33051	Wichita and Hutchinson.	Wichita and Colorado Rwy.	47.26	11.63	2,545.89		2,545.89		53.87
33052	Hurlingham 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	55.12	7	2,639.31		2,639.31		47.03
33054	Manhattan and Marysville	Manhattan and Blue Valley Rwy.	55.64	7	3,092.46		3,092.46		55.53
33055	Quenemo and Oange City	Chicago, Kansas and Western R. R.	20.60	12	880.65		880.65		42.75
33056	Chetopa and Belle Plaine.	Denver, Memphis and Atlantic Rwy.	146.20	7.03	10,000.08		10,000.08		68.40
33057	Salina and Zurich	Salina, Lincoln and Western Rwy.	111.42	9.69	9,622.23		9,622.23		84.36
33058	Belle Plaine and Larned	Denver, Memphis and Atlantic Rwy.	128.87	7	7,810.26		7,810.26		60.70
33059	Great Bend and Scott.	Chicago, Kansas and Western R. R.	121.12	7	8,077.49		8,077.49		66.89
33060	Topeka and Fort Scott.	Kansas, Nebraska and Dakota Rwy.	130.79	7	5,591.27		5,591.27		42.75
33061	Larned and Jetmore.	Chicago, Kansas and Western R. R.	46.84	7	2,032.50		2,032.50		44.46

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

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	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.	
33062	Kansas—continued.	Kingman and Mullinville.....	75.73	13	5,114.60	.....	5,114.60	67.54	.....	
33063	Le Roy and Denning.....	Kingman, Pratt and Western R. R.	81.26	8.46	5,419.22	.....	5,419.22	66.69	.....	
33064	Howard and Moline.....	Verdigris Valley, Independent and Western R. R.	8.76	6	411.98	.....	411.98	47.03	.....	
33065	Little River and Hollywood.....	Kansas City, Emporia and Southern Rwy.	27.15	8	1,160.68	.....	1,160.68	42.75	.....	
33066	Chanute and Longton.....	Chicago, Kansas and Western R. R.	45.13	7	4,167.30	.....	4,167.30	92.34	.....	
33067	Ortwa and Council Grove.....	Council Grove, Oange City, and Ortwa R. R.	71.34	7	4,653.67	.....	4,653.67	64.68	.....	
33068	Mulvane and Englewood.....	Chicago, Kansas and Western R. R.	166.79	7	11,408.42	.....	11,408.42	68.40	.....	
33069	Benedict and Madison.....	do	45.65	6	1,951.53	.....	1,951.53	42.75	.....	
33070	Salina and McClintock.....	Kansas and Colorado R. R.	136.25	6	11,519.35	.....	11,519.35	91.48	.....	
33071	Hosington and Great Bend.....	do	19.34	6	442.93	.....	442.93	42.75	.....	
33072	Colony and Nesho Falls.....	Chicago, Kansas and Western R. R.	12.17	6	520.26	.....	520.26	42.75	.....	
33073	Anthony and Kiowa.....	St. Louis, Fort Scott and Wichita R. R.	30.43	14	1,709.20	.....	1,709.20	58.14	.....	
33074	Hutchinson and Genesee.....	Salina, Sterling and El Paso Rwy.	41.84	14	2,611.23	.....	2,611.23	62.41	.....	
33075	St. Joseph, Mo., and Liberal, Kans.	Chicago, Rock Island and Pacific Rwy.	434.14	14.10	26,320.25	.....	26,320.25	88.06	.....	Pay not filed on 135.25 miles.
33076	Horton, Kans., and Nelson, Nebr.	Chicago, Kansas and Western R. R.	167.26	7	12,298.81	.....	12,298.81	73.53	.....	
33077	Buena and Barnard.....	do	162.18	6.90	8,813.08	.....	8,813.08	66.09	.....	
33078	Sidell and Peru.....	Le Roy and Cancy Valley Air Line R. R.	52.91	7	2,352.37	.....	2,352.37	44.46	.....	
33079	Kansas City, Mo., and Seneca, Kans.	Kansas City, Wyandotte and Northwestern R. R.	118.75	7	6,294.93	.....	6,294.93	53.01	.....	
33080	Burlington and Gridley.....	Chicago, Kansas and Western R. R.	11.32	6	483.93	.....	483.93	42.75	.....	
33081	Olcott and Inka.....	Kansas Southwestern Rwy.	29.29	7	897.39	.....	897.39	42.75	.....	
33082	Herington and Caldwell.....	Chicago, Rock Island and Pacific Rwy.	123.73	14	9,944.17	.....	9,944.17	80.37	.....	



C.—Railroad service as in operation on the 30th of June, 1899—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.
	NEBRASKA—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
34010	Fremont, Nebr., and Rapid City, Dak.	Fremont, Elkhorn and Missouri Valley R. R.	510.25	7.43	75,470.18	5,321.00	80,797.18	147.92	25.00	R. P. O. only between Fremont and Long Pine, 212.84 miles.
34011	York and Central City.	Republican Valley R. R.	42.00	6	3,016.41	.....	3,016.44	71.82	.....	
34012	Columbus and Norfolk.	Omaha, Nebraska and Black Hills R. R.	50.08	7.09	3,055.78	.....	3,055.78	60.71	.....	
34013	Lincoln and Marysville.	Omaha and Republican Valley R. R.	58.48	7	5,638.43	.....	5,638.43	71.82	.....	
34014	Valparaiso and Lincoln.	do	20.69	13	1,700.44	.....	1,700.44	85.50	.....	
34015	Grand Island and Ord.	do	62.41	12	4,041.01	.....	4,041.01	74.39	.....	
34016	Beatrice and Red Cloud.	Republican Valley R. R.	120.25	14.14	15,170.49	2,705.50	16,875.99	142.79	25.00	R. P. O. only between Wynmore and Red Cloud, 168.22 miles.
34017	Omaha and Albion.	Omaha, Nebraska and Black Hills R. R.	34.17	6	1,986.64	.....	1,986.64	58.14	.....	
34018	Norfolk, June, (n. o.) and Verdigris.	Fremont, Elkhorn and Missouri Valley R. R.	53.01	6	2,004.13	.....	2,004.13	53.87	.....	
34019	Nemaha City and Beatrice.	Republican Valley R. R.	67.90	6	4,470.53	.....	4,470.53	65.84	.....	
34020	Wynmore and Table Rock.	do	40.87	13	6,185.20	1,021.75	7,207.01	151.34	25.00	
34021	Emerson and Norfolk.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	47.00	6	2,335.19	.....	2,335.19	45.50	.....	
34022	Wakefield and Hartington.	do	33.94	6	1,150.03	.....	1,450.03	42.75	.....	
34023	Vacant.	Nebraska and Colorado R. R.	12.20	12	521.55	.....	521.55	42.75	.....	
34024	Chester and Hebron.	Omaha, Nebraska and Black Hills R. R.	30.71	6	1,312.85	.....	1,312.85	42.75	.....	
34025	Genoa and Cedar Rapids.	Hills R. R.	85.52	6	5,118.37	.....	5,118.37	59.85	.....	
34026	De Witt and Superior.	Nebraska and Colorado R. R.	19.93	6	1,894.40	.....	1,894.40	94.91	.....	
34027	Anrona and Grand Island.	Republican Valley R. R.	72.29	6	4,097.10	.....	4,097.10	64.98	.....	
34028	Obell and Concordia.	Chicago, Nebraska and Kansas R. R.	106.26	11.62	17,443.04	1,034.50	19,068.14	164.10	25.00	R. P. O. only between Red Cloud and Oxford, 64.98 miles.
34029	Hastings and Oxford.	Republican Valley R. R.	.....	.....	.....	.....	.....	.....	.....	
34030	Kearney and Kearney.	Burlington and Missouri River R. R. (in Nebraska).	24.57	7	1,344.47	.....	1,344.47	54.73	.....	



Station	Distance from Plattsmouth	Pay not fixed
34031 Holdrege and Elwood	28.73	1,227.78
34032 Republican City and Oberlin	78.73	5,587.48
34033 St. Paul and Loup City	38.59	2,132.71
34034 Fairmont and Hebron	38.45	1,932.21
34035 Chadron, Nebr., and Douglas, Wyo.	144.23	8,522.46
34036 Grand Island and Alliance	370.25	24,030.63
34037 Fremont and Lincoln	53.97	2,717.36
34038 Omaha and Ashland	31.20	5,441.99
34039 Plattsmouth and Ashland	31.97	5,632.43
34040 Weeping Water and Lincoln	35.11	1,621.02
34041 Scribner and Oakdale	115.73	8,213.35
34042 Elwood, Nebr., and Cheyenne, Wyo.	307.83	24,739.49
34043 Edgar and Holdrege	81.11	3,487.45
34044 Aurora and Hastings	28.84	1,275.66
34045 Fairfield and St. Francis, Mo.	65.49	2,799.69
34046 Orléans, Nebr., and St. Francis, Mo.	134.46	10,922.18
34047 Weeping Water and Nebraska City	24.87	2,860.16
34048 Nebraska City and Auburn	22.89	2,035.37
34049 Central City and Arcadia	71.07	3,827.83
34050 Fairbury, Nebr., and Colorado Springs, Colo.	454.47	50,123.04
34051 Omaha and Arlington	23.69	3,237.95
34052 Platte River Junction (n.o.) and Hastings	119.86	7,695.43
34053 Fairfield and Albia	87.79	3,753.02
34054 Fairbury and McCool Junction	50.63	2,250.56
34055 Palmer and Burwell	63.38	3,203.27
34056 Linwood and Superior	122.79	7,454.58
34057 Ashland and Schuyler	50.71	2,167.85
34058 Boelus and Nantasket	9.74	416.38
34059 Talmage and Crete	58.45	3,405.59

R. P. O. only between  
Plattsburgh and Ore-  
opolis Junction, 4.47  
miles.

**Pay not fixed.**

C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and terminal.	* Corporate title of company carrying the mail.	Distance. Miles.	Average number of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for railway post-office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post-office cars. Dollars.	Remarks.
NEBRASKA—continued.										
34009	Wayne and Randolph	Chicago St. Paul, Minneapolis and Omaha Rwy.	20.83	6						
34061	Groesbeck and Emerson	Burlington and Missouri River R. R. (in Nebraska).	18.64	6						
			6,163.43		903,962.27	94,723.05	998,680.22			
DAKOTA.										
35001	Sioux City, Iowa, and Mitchell, Dak.	Chicago, Milwaukee and St. Paul Rwy.	138.18	9.59	10,751.78		10,751.78	77.81		
35002	Marion and Chamberlain	do	111.65	12	14,415.13		14,415.13	129.11		
35003	Breckenridge and Hope	St. Paul, Minneapolis and Manitoba Rwy.	93.25	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.	do	157.84	6	15,654.57		15,654.57	99.18		
35005	Fargo and Nock	do	155.22	6	10,748.98		10,748.98	69.25		
35006	Everest and Lonsdale	Chicago, Milwaukee and St. Paul Rwy.	59.31	6	2,252.06		2,252.06	57.29		
35007	Flandreau and Sioux Falls	do								
35008	Keon and Woonsocket	do	85.20	6	8,092.46		8,092.46	94.05		
35009	Malhams and Whitest	do	17.20	6	7,737.86		7,737.86	42.75		
35010	Huron and Columbia	do	97.26	7	7,235.17		7,235.17	74.39		
35011	Vacant.	Dakota Central Rwy.								
35012	Ashton and Edgely	Chicago Milwaukee and St. Paul Rwy.	96.81	6.30	7,697.36		7,697.36	79.51		
35013	Elipson and Portland Junction (n. o.)	St. Paul, Minneapolis and Manitoba Rwy.	41.41	6	2,514.00		2,514.00	60.71		
35014	Brookings and Watertown	Dakota Central Rwy.	48.21	12	2,184.87		2,184.87	45.32		
35015	Fargo and Edgely	Fargo and Northwestern R. R.	110.00	6	5,017.24		5,017.24	57.29		
35016	Jameson and Minnewaukan	Jameson and Northern R. R.	90.95	6	4,475.49		4,475.49	49.59		
35017	Mitchell and Ashton	Chicago, Milwaukee and St. Paul Rwy.	98.10	7	10,435.49		10,435.49	108.59		Pay not fixed on 21.90 miles.
35018	Sabern and Cooperstown	Sabern, Cooperstown and Turtle Mountain R. R.	36.35	6	1,553.96		1,553.96	42.75		
35019	Fargo and Ortonville	Chicago, Milwaukee and St. Paul Rwy.	110.52	6	7,367.65		7,367.65	61.56		

Station	Line	Distance	Pay based on a service of not less than six round trips per week.	Pay not fixed.
35020	Jamestown and La Moure	48.87	2,080.19	42.75
35021	Centerville and Yankton	20.39	1,382.21	47.03
35022	Andover and Harlow	55.79	2,385.02	42.75
35023	Columbia and Oakes	39.30	3,595.55	91.49
35024	Redfield and Gettysburg	75.31	4,700.09	62.41
35025	Tripp and Armour	20.23	84.83	42.75
35026	Devil's Lake, Dak., and Great Falls, Mont.	607.82	39,909.02	59.85
35027	Trotter Junction (n. o.), Minn., and Aberdeen, Dak.	110.31	9,690.35	81.22
35028	Valley Junction (n. o.) and Oakes	15.21	906.32	61.56
35029	Roscoe and Orient	41.73	2,069.30	49.59
35030	Rugby and Northwau	38.10	1,628.77	42.75
35031	Rosland and Ellendale	49.73	2,195.65	42.75
35032	Boston and Eureka	29.70	1,141.42	42.75
35033	Madison and Beloit	103.39	5,834.29	56.43
35034	Farmington and Oakes	72.64	4,285.03	58.09
35035	Dakota and Graton	39.24	1,677.51	42.75
35036	Salem and Mitchell	33.10	1,550.36	47.02
35037	Rapid City and Whitehead	57.27	4,365.43	117.13
35038	Watertown and Huron	70.57	3,016.86	42.75
35039	Charles's Ferry and St. John's	55.00	2,351.25	42.75
35040	Garrington and Sylvanston	13.14	213,765.04	
35041	Silver Bow and Garrison	44.90	3,724.00	82.94
35042	Valant	8.53	364.65	
35043	Smart and Aracoma	31.42	1,222.11	46.17
35044	Emmonsdale and Ramsey	172.76	17,873.74	103.40
35045	Barre City and Great Falls	12.97		
35046	Valant	61.00		
35047	Chicago Junction (n. o.) and Basin			
35048	Missoula and Victor			

MONTANA

C.—Railroad service as in operation on the 30th of June, 1889—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	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.
<b>MONTANA—continued.</b>										
2600 1	Silver Bow and Butte City .....	Montana Union Rwy .....	8.08	7.11	Dollars. 1,077.71	Dollars. .....	Dollars. 1,077.71	Dollars. 133.38	Dollars. .....	Formerly part of Route 41008. Pay not fixed.
2600 0	Great Falls and Sandcoulee .....	St. Paul, Minneapolis and Manitoba Rwy.	16.18	0	.....	.....	.....	.....	.....	
			316.34	.....	24,262.21	.....	24,262.21	.....	.....	
<b>WYOMING.</b>										
3700 1	Grozier, Wyo., and Huntington, Ore. ....	Oregon Short Line Rwy .....	511.34	7	90,717.75	.....	90,717.75	167.58	.....	Pay not fixed on 19.95 miles.
3700 2	Cheyenne and Wendover .....	Cheyenne and Northern Rwy.	129.21	0	4,590.93	.....	4,590.93	44.46	.....	
3800 0	Douglas and Casper .....	Frontier, Elkhorn and Missouri Valley R. R.	54.46	6	2,338.16	.....	2,338.16	42.75	.....	
			719.01	.....	97,636.84	.....	97,636.84	.....	.....	
<b>COLORADO.</b>										
3400 1	Denver and El Moro .....	Denver and Rio Grande R. R.	203.94	10.38	29,370.99	.....	29,370.99	141.93	.....	
3400 2	Brighton and Boulder .....	Denver and Boulder Valley R. R.	28.12	7	1,346.36	.....	1,346.36	47.88	.....	
3400 3	Denver and Fort Collins .....	Colorado Central R. R.	71.71	12.64	7,920.76	.....	7,920.76	109.02	.....	Pay is based on a service of not less than six round trips per week.
3400 4	Cuchara and Española .....	Denver and Rio Grande R. R.	200.99	5.18	14,951.64	.....	14,951.64	74.39	.....	
3500 5	Denver and Leadville .....	Denver, South Park and Pacific R. R.	150.74	11.61	13,275.67	.....	13,275.67	88.07	.....	
3500 0	La Junta, Colo., and Denning, N. Mex.	Atchison, Topoka and Santa Fe R. R.	670.65	7	95,030.81	.....	8,702.25	104.16	25.00	R. P. O. only between La Junta and Albuquerque, 348.00 miles.
3600 1	Denver, Colo., and Cheyenne, Wyo. ....	Union Pacific Rwy .....	107.39	14.75	11,936.39	.....	11,936.39	111.15	.....	
3600 2	Vacant .....		16.09	6	687.81	.....	687.81	42.75	.....	
3600 0	Poncho Springs and Monarch .....	Denver and Rio Grande R. R.	33.52	6	1,576.44	.....	1,576.44	47.63	.....	

Part restated as Route 3803B	Part restated as Route 3801A	Formerly part of Route 3801A	Pay not fixed	Land grant
Alamosa and Del Norte..... 380311	do 31.83	0	1,398.97	42.61
Salida and State Line (n. o.) and Silver Creek..... 380312	do 244.61	7.40	26,531.34	106.99
Swanwick's Station (n. o.) and Silver Creek..... 380313	do 30.95	7	1,092.75	52.16
Mearns and Villa Grove..... 380314	do 30.16	6	801.84	42.75
Gunnison and Crawford Butte..... 380315	do 84.63	6	1,223.50	42.75
Leadville and La Salle..... 380317	do 150.99	14	12,618.93	53.79
Leadville and Aspen..... 380318	do 137.82	14	12,254.96	84.82
Pueblo and Leadville..... 380319	do 161.76	14	22,367.84	137.66
Aspen Junction (n. o.) and Silver Creek..... 380320	do 61.99	12.83	4,087.10	78.66
Yorck Creek and Central City..... 380321	do 11.47	14	588.41	51.39
Yorck Creek Junction (n. o.) and Central City..... 380322	do 9.55	7	408.26	42.75
Denver and Pueblo..... 380323	do 126.48	7	7,029.75	55.68
Denver and London..... 380324	do 15.57	7	663.61	42.75
Manitou Junction (n. o.) and Colorado Springs..... 380325	do 9.92	14	424.08	42.75
Dickey Station (n. o.) and Dillon..... 380326	do 2.94	7	125.68	42.75
Greely and Stout..... 380327	do 89.17	6.63	2,311.03	59.90
Denver and Lyons..... 380328	do 44.97	6	1,922.46	42.75
Boulder and Summit..... 380329	do 13.05	6	557.88	42.75
Colorado Springs Station (n. o.) and Manitou Station (n. o.)..... 380330	do 5.40	14	240.08	44.46
Como and Buena Vista..... 380331	do 43.38	9.94	2,937.14	60.71
Como and King..... 380332	do 3.48	6	148.77	42.75
El Moro and Trinidad..... 380333	do 4.43	14	233.63	52.15
Colorado Springs and Aspen..... 380334	do 216.03	7	15,323.06	70.97
Denver and Pueblo..... 380335	do 117.46	15.80	15,666.81	133.88
Townsend and Pueblo..... 380336	do 150.76	7	9,151.13	60.70
Montrose and Ouray..... 380337	do 30.30	0	2,393.94	65.84
Gunnison and Castleton..... 380338	do 15.49	7	897.95	52.16
Aspen Junction (n. o.) and New Castle..... 380339	do 35.98	6	1,538.14	42.75
Military Junction (n. o.) and Fort Logan..... 380340	do 1.50	6	820,984.08	8,702.25
NEW MEXICO.				
Lamy and Santa Fe..... 380341	do 10.19	14	1,132.21	59.00
Antonito, Colo., and Silverton, Colo..... 380342	do 217.05	6	16,146.34	74.39
Albuquerque, N. Mex., and Needles, Cal..... 380343	do 574.86	7	61,734.21	107.39

C.—Railroad service as in operation on the 30th of June, 1889—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 mile for transportation.	Cost per mile for office cars, railway post.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEW MEXICO—continued.										
39004	El Paso, Tex.	Atchafalaya, Topeka and Santa Fe R. R.	77.20	7	6,931.01	.....	6,931.01	89.78	.....	
39005	El Paso, Tex.	Central Pacific R. R. Co. (Los Angeles and Pacific R. R. of New Mexico).	88.70	7	11,375.77	.....	11,375.77	128.25	.....	
39006	Silver City	Silver City, Deming and Pacific R. R.	47.80	7	2,537.05	.....	2,537.05	53.01	.....	
39007	Las Vegas and Las Vegas Hot Springs	Atchafalaya, Topeka and Santa Fe R. R.	6.45	21	275.73	.....	275.73	42.75	.....	
39008	Near Station (n. o.) and Lake Valley	do	13.25	7	506.43	.....	506.43	42.75	.....	
39009	San Antonio and Carthage	do	9.01	7	400.58	.....	400.58	44.40	.....	
39010	San Antonio and Carthage	do	27.05	7	1,182.03	.....	1,182.03	42.75	.....	
39011	Escondido and Santa Fe	Southern Trust Co.	38.82	6	1,090.83	.....	1,090.83	42.75	.....	
39012	Los Alamos, N. Mex., and Clifton, Ariz.	Arizona and New Mexico Rwy.	71.51	6	3,057.05	.....	3,057.05	42.75	.....	
			1,191.58		106,999.24	.....	106,999.24		.....	
ARIZONA.										
40001	Yuma, Ariz., and Deming, N. Mex.	Central Pacific R. R. Co. (Los Angeles and Pacific R. R. of New Mexico)	468.15	7	74,449.88	.....	74,449.88	159.03	.....	
40002	Phoenix and Nogales	New Mexico and Arizona R. R.	88.50	7	5,145.39	.....	5,145.39	58.14	.....	
40003	Saltillo and Prescott	Prescott and Arizona Central Rwy.	74.88	6	4,417.92	.....	4,417.92	50.00	.....	
40004	Maricopa Junction (n. o.) and Phoenix	Maricopa and Phoenix R. R.	35.78	7	2,202.61	.....	2,202.61	61.56	.....	
40005	Fairbank and Bisbee	Arizona and Southeastern R. R.	36.87	6	1,554.81	.....	1,554.81	42.75	.....	
			703.08		87,770.61	.....	87,770.61		.....	
UTAH.										
41001	Ogden and El Paso	Utah Central Rwy.	281.65	7	21,915.18	.....	21,915.18	77.81	.....	
41002	State Line (n. o.) and Ogden	Denver and Rio Grande Western Rwy.	513.82	7	27,638.12	.....	27,638.12	88.07	.....	

41003	Ogden, Utah, and Silver Bow, Mont.	400.07	7.11	54,561.76	193.38	From Silver Bow to Butte City retained as Route 36005.
41001	Bingham Junction (n. o.) and Bing-ham Canyon.	17.33	7	740.85	42.75	
41005	Salt Lake City and Stockton	40.50	0	1,731.37	42.75	
41006	Bingham Junction (n. o.) and Alta.	18.32	0	783.18	42.75	
41007	Vacant.					
41008	Boho City and Park City	23.29	10.5	1,451.27	51.30	
41009	Colton and Scofield	17.40	0	743.85	42.75	
41010	Nephi and Moroni	27.10	0	1,579.08	58.14	
41011	Lehi Junction and Silver City	54.25	0	2,819.18	42.75	
		1,207.79		113,463.84		
	IDAHO.					
42001	Shoshone and Ketchum	70.01	0	4,010.87	57.29	
42002	Hauser and Cent'r d'Alene	13.88	0	593.37	42.75	
42003	Cent'r d'Alene and Burke	90.16	0	5,850.44	59.00	
42004	Nampa and Boise City	30.00	7	1,291.26	62.41	
		203.74		11,745.94		
	WASHINGTON TERRITORY.					
43001	Portland, Oregon, and Tacoma, Wash.	146.06	7	10,752.97	114.23	Land grant.
43002	Seattle and Newcastle	19.25	9.72	822.93	42.75	
43003	Olympia and Tenino	15.84	7	853.30	53.87	
43004	Walla Walla and Wallula	32.06	7	2,933.16	91.49	
43005	Tacoma and Carbonado	25.15	10.76	3,849.24	106.70	25.15 miles, Tacoma to Molresse, land grant.
43006	Connell and Moscow	2.74	6	6,819.82	133.38	
43007	Renton and Franklin	117.30	6	902.02	58.14	
43008	Walla Walla and Dayton	31.10	6	2,965.65	42.75	
43009	Walla Walla, and Missoula, Mont.	38.54	7	64,562.58	70.05	Land grant.
43010	Belles Junction (n. o.) and Riparia.	419.51	7	1,369.45	153.90	
43011	Pasco and Melrose	31.80	7	27,164.17	42.75	
43012	Seattle and Stack	293.61	7	3,227.71	116.28	Do. 10.37 miles, Seattle to Black River Junction, lap service over Route 43002.

C.—Railroad services as in operation on the 30th of June, 1889—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.	
WASHINGTON TERRITORY—continued.										
43017	Stuck and Puyallup Junction (n.o.).	Northern Pacific and Puget Sound Shore R. R.	7.50	7	320.62	.....	320.62	42.75	.....	
43044	Starbuck and Pomeroy .....	Oregon Rwy. and Navigation Co.	26.53	6	1,489.78	.....	1,489.78	50.45	.....	
43045	Marshall, Wash., and Genesee, Idaho.	Spokane and Palouse Rwy. ....	104.31	6	7,937.99	.....	7,937.99	76.10	.....	
43048	Colfax and Farmington .....	Columbia and Palouse R. R. ....	27.81	6	1,188.87	.....	1,188.87	42.75	.....	
43047	Walla Walla, Wash., and Pendleton, Oregon.	Oregon Rwy. and Navigation Co.	47.43	7	2,352.05	.....	2,352.05	49.59	.....	
43048	Seattle and Olney .....	Seattle, Lake Shore and Eastern Rwy. ....	43.25	9.36	1,886.13	.....	1,886.13	43.61	.....	
43049	La Crosse Junction (n.o.) and Riparia.	Oregon Rwy. and Navigation Co.	24.60	7	2,250.65	.....	2,250.65	91.49	.....	
43050	Woodhauville and Snohomish .....	Seattle, Lake Shore and Eastern Rwy. ....	14.84	6	634.41	.....	634.41	42.75	.....	
			1,432.70		150,273.50	.....	150,273.50		.....	
OREGON.										
44001	Portland and Ashland .....	Oregon and California R. R. ....	342.58	7.41	56,237.93	.....	56,237.93	164.16	.....	
44002	Portland and Corvallis .....	do do .....	97.78	6	6,772.24	.....	6,772.24	69.26	.....	
44003	Unionville and Huntington .....	Oregon Rwy. and Navigation Co.	218.04	7	32,437.81	.....	32,437.81	148.77	.....	
44004	Portland and Dundee Junction .....	Portland and Willamette Valley Rwy. ....	26.15	6	1,630.15	.....	1,630.15	55.58	.....	Formerly part of Route 44007.
44005	Portland, Oregon, and Wallula, Wash.	Oregon Rwy. and Navigation Co.	214.76	14	39,846.57	.....	39,846.57	185.54	.....	
44006	Albany and Yaquina .....	Oregon Pacific R. R. ....	85.16	6	4,921.08	.....	4,921.08	49.59	.....	
44007	Ray's Landing (n.o.) and Coburg ..	Oregonian Rwy. Co. (Limited) Line.	89.73	6	4,987.20	.....	4,987.20	55.68	.....	
44008	Dundee Junction (n.o.) and Airfield.	do do .....	52.60	6	2,248.65	.....	2,248.65	42.75	.....	
44009	Sheridan Junction (n.o.) and Sheridan.	do do .....	7.21	12	308.22	.....	308.22	42.75	.....	
44010	Albany Station (n.o.) and Lebanon Station (n.o.).	Oregon and California R. R. ....	12.50	6	534.37	.....	534.37	42.75	.....	Part restated as Route 44004.
			1,149.51		149,216.22	.....	149,216.22		.....	



[illegible]

C.—Railroad service as in operation on the 30th of June, 1889—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 office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
46020	Los Angeles Station (n. o.) and Santa Monica.	Los Angeles and Independent R. R.	18.52	7	791.72	.....	791.72	42.75	.....	
46021	Santa Cruz and Pajaro.	Santa Cruz R. R.	22.07	7	943.40	.....	943.40	42.75	.....	
46022	Darwinville and Tehama.	Central Pacific R. R. Com- pany (Seaside Northern Rwy.)	111.64	7.59	14,986.55	2,701.00	17,777.55	134.24	25.00	
46023	Galt and Ione.	Amador Branch Rwy.	27.85	7	1,452.05	.....	1,452.05	53.16	.....	
46024	West Oakland Station (n. o.) and Berkeley.	Central Pacific R. R. Com- pany (Seaside Berkeley Branch R. R.).	5.20	16	226.77	.....	226.77	43.61	.....	
46025	San Anselmo (n. o.) and San Quentin.	North Pacific Coast R. R.	6.00	19	256.50	.....	256.50	42.75	.....	
46026	San Francisco and Alameda.	Central Pacific R. R.	11.26	20.60	500.61	.....	500.61	44.46	.....	
46027	Union and Guerneville.	San Francisco and North Pa- cific R. R.	16.04	7	685.71	.....	685.71	42.75	.....	
46028	San Francisco and Sacramento.	Central Pacific R. R.	140.55	11.50	17,425.38	.....	17,425.38	123.98	.....	
46029	Niles and San Jose.	do	18.61	13	933.86	.....	933.86	50.45	.....	
46030	Montebey and Castroville.	Monterey R. R.	16.07	6	712.64	.....	712.64	42.75	.....	
46031	San Francisco and Santa Cruz.	South Pacific Coast R. R.	83.10	13.8	6,323.91	.....	6,323.91	76.10	.....	
46032	Fort Costa and Lathrop.	Central Pacific R. R. Com- pany (Seaside San Pablo R. R.).	62.23	13	10,544.33	1,535.75	12,179.08	171.00	25.00	
46033	Citrus Station (n. o.) and Riverside.	California Southern R. R.	3.79	28	212.05	.....	212.05	64.13	.....	
46034	Galvey and Treva Pinos.	Southern Pacific R. R.	20.64	10	733.95	.....	733.95	35.06	.....	
46035	Peters and Oakdale.	Stockton and Capetopolis R. R.	19.22	6	821.15	.....	821.15	42.75	.....	Land grant.
46036	Ignacio Station (n. o.) and Junction S. V. R. (n. o.).	Marin and Napa R. R.	7.50	0	320.62	.....	320.62	42.75	.....	
46037	National City and Barstow.	California Southern R. R.	212.69	7	17,457.59	.....	17,457.59	82.08	.....	
46038	Goshute and Alameda.	Southern Pacific R. R.	61.21	7	2,200.48	.....	2,200.48	36.03	.....	Do.
46039	Junction (n. o.) and Glen Ellen.	Sonoma Valley R. R.	18.90	7	807.08	.....	807.08	42.75	.....	
46040	San Luis Obispo and Los Olivos.	Pacific Coast Rwy.	97.57	6	3,356.78	.....	3,356.78	49.59	.....	
46041	San Luis Obispo and Fort Harford.	do	12.20	0	521.55	.....	521.55	42.75	.....	
46042	Mojave and Needles.	Atlantic and Pacific R. R.	22.72	7	23,544.82	.....	23,544.82	97.81	.....	
46043	Lead and Valley Springs.	San Joaquin and Sierra Ne- vada R. R.	26.81	7	1,650.42	.....	1,650.42	61.56	.....	
46044	Eureka and Hydeville.	Eel River and Eureka R. R.	26.70	7	1,597.00	.....	1,597.00	59.85	.....	
46045	Felton and Boulder Creek.	South Pacific Coast Rwy.	8.14	12	347.98	.....	347.98	42.75	.....	Covered by 46053.
46046	Vacant									



## D.—Steam-boat service in operation on the 30th of June, 1889.

No. of route.	State and terminal.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
<b>MAINE.</b>						
83	Rockland to Green's Landing .....	Boston and Bangor Steamship Co. ....	\$290.52	Miles. 28	6	{ \$1.92 per round trip. June 1 to June 30, 1889.
84	Bar Harbor to Winter Harbor .....	Bar Harbor and Winter Harbor Steam- boat Co. ....	50.00	7	6	
87	Portland to Cousin's Island .....	Horace B. Townsend .....	200.00	9	6	For 9 months; from April 1 to December 31.
90	Middle Dam to Errol, N. H. ....	Charles A. J. Farrar .....	437.50	13	6	For 5 months; from May 1 to September 30.
91	Andover to Upper Dam .....	do .....	50.00	24	6	For 4 months; from June 1 to September 30.
92	Benus to Indian Rock .....	Fred. C. Barker .....	275.00	15	6	For 4½ months; from May 25 to September 30.
93	Rangney to Indian Rock .....	Frank C. Hewey .....	200.00	8	6	For 4 months; from June 1 to September 30.
94	Greenville to Knox .....	Lennel Nichols .....	470.00	20	3	{ Six times a week, from May 16 to November 15, and three times a week (***) from November 16 to May 15.
95	Chebeague Island to Portland .....	George F. West .....	600.00	15	6	For 2½ months.
96	{ Bath to Booth Bay .....	Eastern Steam boat Co .....	1,000.00	{ 15	12	For 5½ months.
	{ Wiscasset to Booth Bay .....				6	For 4 months.
97	Vinal Haven to Rockland .....	Moses Webster .....	1,064.00	15	12	For 4 months.
98	Portland to Eastport .....	Frank W. Aiken .....	950.00	180	1	For 8 months.
100	Eastport to Lubec .....	J. R. Pigg .....	980.00	3	12	
			6,576.02	360½		
<b>NEW HAMPSHIRE.</b>						
1067	Lakeside to Camp Carbon, Me. ....	Androscoggin Lakes Transportation Co. ....	500.00	71½	6	For 5 months; from June 1 to October 31.
1068	Lakeside to Wentworth's Location .....	Charles A. J. Farrar .....	325.00	17	6	For 6 months; from May 1 to October 31.
1099	The Weirs to Wolfborough .....	Winipississeege Steam-boat Co. ....	700.00	29	6	For 4½ months; from June 1 to October 20.
1100	Alton Bay to Centre Harbor .....	Boston and Maine Railroad Co. ....	1,600.00	{ 20	3	{ From June 21 to October 31.
			3,325.00	147½		
<b>MASSACHUSETTS.</b>						
3094	Wood's Holl to Nantucket .....	Nantucket and Cape Cod Steam-boat Co. ....	7,875.00	37	12	For 6 months; from May 1 to October 31.
3095	New Bedford to Nantucket .....	George A. Bourne .....	350.00	6	6	For 3 months; from November 1 to April 30.
3099	New Bedford to Cuttyhunk .....	Samuel C. Hart .....	1,968.50	15	6	For 3 months; from June 15 to September 14.
					1	For 9 months; from September 15 to June 14.

3100	New Bedford to Edgartown .....	{ New Bedford, Vineyard and Nantucket } Steam-boat Co.	2,500.00	31	6	The year round on 81 miles. Additional from June 28 to September 10 on 25 miles.
			12,093.50	89	19	
	RHODE ISLAND.					
4095	Watch Hill to Railroad Station (n. o.) at Stonington, Conn.	Henry L. Epley.....	165.00	5	12	For 24 months; from July 1 to September 30.
4099	{ Block Island to Newport..... { Newport to Providence .....	{ George W. Conley and Martin V. Ball..... { Newport and Wickford Railroad and } Steam-boat Co.	2,005.00	30	6	For 3 months; from June 16 to September 15.
4100	Newport to Wickford Junction (n. o.) .....		8,947.56	18	3	For 3 months; from September 16 to June 15.
					25	For 5 months; from June 16 to September 31.
					18	For 7 months; from November 1 to May 31.
	NEW YORK.					
4979	Canandaigua to Naples .....	James McKechnie .....	500.00	204	6	From April 1 to December 10 of each year.
4980	Penn Yan to Hammondsport .....	Crooked Lake Navigation Co.....	199.00	24	6	From March 15 to December 15 of each year.
4982	Sag Harbor to New London .....	Elias F. Morgan.....	3,000.00	40	6	From March 15 to November 30 of each year.
4983	Brooklyn to Jersey City .....	Brooklyn Annex Co.....	2,000.00	3	36	From June 1 to October 20 of each year, pay being \$275 per month.
4984	Lake George to Fort Ticonderoga .....	Champlain Transportation Co.....	1,283.33	434	6	During season of navigation, about 9 months.
4985	Geneva to Watkins .....	Sauquoie Lake Steam Navigation Co.....	2,313.84	434	6	From July 1 to August 31 of each year.
4986	Plattsburg to Burlington .....	Champlain Transportation Co.....	1,050.00	25	12	
7520	Mayville to Jamestown .....	Buffalo, New York and Philadelphia Rail- road Co.	1,750.00	214		
			11,096.17	2204		
	MARYLAND.					
10086	Baltimore to West Point, Va. ....	{ Baltimore, Chesapeake and Richmond } Steam-boat Co.	3,000.00	196	6	March 1 to November 30 of each year.
10087	Piney Point, Md., to Washington, D. C.	Polomac Steam-boat Co.....	400.00	90	3	December 1 to February 28 of each year.
10088	Baltimore to Salisbury .....	Maryland Steam-boat Co.....	900.00	140	3	June 1 to September 30 of each year.
10091	Washington, D. C., to Colonial Beach, Va.	J. B. Colegrove.....	425.00	684	1	January 1 to February 28.
10093	Baltimore to Queenstown .....	Chester River Steam-boat Co.....	350.00	33	3	March 1 to December 31.
10094	Baltimore to Chestertown .....	Wm. C. Eliason.....	400.00	304	3	June 1 to September 30.
10095	Baltimore to Wilson's Wharf (n. o.) .....	Eastern Shore Steam-boat Co.....	3,000.00	2384	3	Or 6 times a week if trips are made by steamer.
10097	Washington, D. C., to Glymont, Md. ....	Thos. Adams .....	2,130.00	304	6	June 1 to September 15.
10098	Baltimore to Benedict .....	Henry Williams .....	1,800.00	1174	6	115 miles, May 1 to December 31.
10099	Baltimore to Fitchett's, Va. ....	Maryland Steam-boat Co.....	1,703.36	214	2	124 miles, May 1 to December 31.
10100	Baltimore to Cambridge .....	Choptank Steam-boat Co .....	1,470.00	904	2	115 miles, January 1 to April 30.
			15,562.36	1,2514	1	124 miles, January 1 to April 30.
					6	
						11 month.
						19 months.
						*3 months.

11 month.

19 months.

\*3 months.

D.—Steam-boat services in operation on the 30th of June, 1889—Continued.

No. of route.	State and terminal.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
<b>VIRGINIA.</b>						
11003	Norfolk to Thompson's Wharf.	Old Dominion Steamship Co.	\$500.00	Miles.	3	
11004	Norfolk to Cape Charles.	New York, Philadelphia and Norfolk R. R.	10,071.02	73	7	
11005	Norfolk News to Norfolk.	J. B. Categrove	2,500.00	38	14	
11006	Franklin City to Chesapeake Island.	Old Dominion Steamship Co.	2,500.00	14	6	
11007	Norfolk Vm. to Baltimore, Md.	Baltimore Steam Packet Co.	12,000.00	184	3	
11008	Norfolk to Richmond.	Virginia Steam-boat Co.	3,300.00	133½	2	On 82½ miles.
11009	Fredericksburgh, Va., to Baltimore, Md.	Henry Williams	5,800.00	280	3	On 200½ miles.
11010			35,021.02	737½		
<b>NORTH CAROLINA.</b>						
13005	Edenton to Williamston.	M. K. King, General Manager Norfolk Southern R. R.	3,000.00	51	8	
13006	Elizabeth City to Fairfield.	Frank S. Hossey.	3,500.00	109	2	
13007	Edenton to Franklin.	J. H. Bogart, Superintendent Albemarle Steam Navigation Co.	3,000.00	97	3	
13008	Plymouth to Windsor.	Charles T. Hardon.	1,673.00	28	6	
13009	Wilmington to Southville.	Richard Doshier.	1,650.00	28	6	
13100	Wilmington to Fayetteville.	W. S. Cook.	850.00	112	2	
			13,673.00	425		
<b>SOUTH CAROLINA.</b>						
14005	Young's Island to Edisto Island.	J. M. Humbert.	1,200.00	12	6	
14006	Charleston to Wando.	William E. Nelson.	600.00	15	6	
14008	Georgetown to Yorkville.	J. R. Colgrove.	1,300.00	49	3	
14009	Charleston to Mount Pleasant.	William M. Bird, Secretary Mount Pleasant and Sullivan's Island Ferry Co.	1,175.00	74	14	
14100	Charleston to Wideawake.	E. Y. Legare.	232.56	20	2	
			4,007.56	103½		
<b>GEORGIA.</b>						
15008	Brunswick to Bunkley.	Max Ullman, President Brunswick Island Steam-boat Co.	600.00	24	6	
15100	Brunswick to St. Simon's Mills.	Urbanus Durt.	1,200.00	12	12	
			1,800.00	36		

[illegible]

## D.—Steam-boat service in operation on the 30th of June, 1889—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MISSOURI.					
2869	Calno, Ill., to Elmot, Ark.	Theodore C. Zeigler	\$7,000.00	Miles. 173	3	
	ARKANSAS.					
2901	Memphis to Osceola	W. P. Hall	750.00	102	2	
2903	Memphis to Friar's Point	James Lee, Jr.	7,300.00	128	3	
2906	Arkansas City to Vicksburg	E. L. Merkel	15,000.00	204	3	
2907	Memphis to Arkansas City	John D. Adams	14,000.00	253	2	
2969	Memphis to Gold Dust	James Lee, sr.	8,000.00	115	3	
			45,250.00	802		
	LOUISIANA.					
3069	Bohemia (n.o.) to Port Eads	New Orleans and Gulf Railroad Co.	5,642.58	64	6	On 25 miles.
3092	Natchez to Vicksburg	Joseph N. Carpenter	8,300.00	12	3	On 38 miles.
3093	Natchez to Bayou Sara	Louis A. Joug	8,973.00	112	1	Side supply.
3094	Taton Rouge to Bayou Sara	Planters and Merchants' Packet Co.	4,500.00	102	3	
3095	Jonesville to Toolley's	H. D. Vaughan	3,950.00	41	6	
3096	Lake Charles to Cameron	A. H. Waitt	2,925.00	55	3	
3097	New Orleans to Port Vincent	M. B. Money	3,592.00	93	2	
3098	New Orleans to Grand Isle	John F. Kraus	800.00	89	1	For 8 months.
					2	For 4 months.
	TEXAS.					
3190	Houston to Bay View	Leon F. Allen	30,282.58	629	3	
			576.33	39		
	WASHINGTON.					
43078	Portland, Oregon, to Vancouver	Oregon Railway and Navigation Co.	500.00	18	6	
43079	Portland, Oregon, to Cascades	do	2,000.00	62	3	
43080	Seattle to Seattle	Rufus M. Creswell	1,136.42	304	3	
43081	Seattle to Blakely	James Nugent	500.00	8	6	
43082	Port Gamble to Seabeck	H. N. Warren	545.48	18	3	
43084	Oysterville to Willapa	do.	3,994.00	39	3	
43085	Montesano to Laidlaw	George W. Emerson	3,053.95	19	6	
43087	Tacoma to Tacoma	C. O. Lorenz	988.00	20	3	
				35	2	



43093	Tacoma to Tacoma.	Edward Miller.	667.62	27½	1
43099	Seattle to Juniata.	Jay Clayton O'Connor.	600.00	13	6
43090	Hoquiam to Ducon.	James B. Kirkaldie.	400.00	15	1
43091	Seattle to Mount Vernon.	George W. Gove.	2,500.00	74½	8
43092	Seattle to Snohomish.	Charles H. Low.	900.00	53	3
43095	Port Townsend to Neah Bay.	James Morgan.	6,554.11	{ 64	3
43096	Selwome to Blaine.	H. N. Warren.	816.68	{ 36	2
43097	Port Townsend to Whatcom.	J. C. Brittain.	6,873.08	122½	1
43098	Seattle to Whatcom.	Oregon Railway and Navigation Co.	5,000.00	128	3
43099	Seattle to Port Townsend.	George S. Jacobs.	18,139.42	77	3
43100	Port Townsend to Hadlock.	C. C. McCoy.	572.73	7½	6
			55,741.06	907½	
	OREGON.				
44098	Myrtle Point to Bandon.	Fred. Jarvis.	1,474.64	34½	6
44100	Portland to Astoria.	Oregon Railway and Navigation Co.	9,600.00	{ 82	6
				{ 38	3
			11,074.64	134½	
	CALIFORNIA.				
46096	Tahoe to Tahoe.	J. A. Tudman.	4,000.00	36½	{ 6
46097	Eureka to Arcata Wharf.	M. V. Nichols.	944.00	8	{ 2
46098	San Francisco to Eureka.	Pacific Coast Steam-ship Co.	6,000.00	240	12
46099	San Francisco to Sacramento.	C. J. Willder.	6,000.00	119	1
			16,944.00	403½	6
	ALASKA.				
47100	Port Townsend, Wash., to Sitka.	Pacific Coast Steam-ship Co.	18,000.00	1,050	
					Two trips a month.

For 6 months, May 1 to October 31.  
For 6 months, November 1 to April 30.

*E.—Increase and decrease in star, steam-boat, and*

States and Territories.	STAR.						STEAM-BOAT.	
	Length of routes.		Annual rate of expenditure.		Travel per annum.		Length of routes.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Miles.	Miles.
Maine.....	19.61		1,055.35		20,066.44			15.00
New Hampshire.....	32.00		1,276.61		20,540.00			
Vermont.....		7.88	258.19		5,950.88			
Massachusetts.....	.75		1,017.98		6,409.00			
Rhode Island.....	1.75		204.38		2,356.64			
Connecticut.....	20.95		1,179.92		23,889.84			
New York.....	42.01		4,929.37		78,681.20			
New Jersey.....	6.25		1,075.34		12,792.00			
Pennsylvania.....	103.45		6,284.78		102,773.84			
Delaware.....	4.62		21.14		1,868.88			
Maryland.....	81.00		3,909.40		71,766.00		132.25	
Virginia.....	399.83		10,966.55		221,450.88			
West Virginia.....	245.44		3,093.75		65,479.89			
North Carolina.....	449.82		11,611.57		651,618.74			
South Carolina.....	214.24		2,725.24		211,741.40		4.00	
Georgia.....	397.89		3,630.84		304,430.57		24.00	
Florida.....	180.80		1,446.80		175,856.00		6.88	
Alabama.....		4.34		7,506.02	310,418.52			6.25
Mississippi.....	282.83		5,435.38		423,664.44		12.00	
Tennessee.....	86.58			2,928.80	389,008.15			
Kentucky.....	247.83			959.61	288,433.31			18.25
Ohio.....	13.90		3,390.80		64,944.88			127.75
Indiana.....	98.34		4,191.27		90,850.24			
Illinois.....	6.75		2,570.05		59,238.00			
Michigan.....		47.88	5,704.96		78,109.72		14.00	
Wisconsin.....	155.05		6,496.14		1,8755.52			85.00
Minnesota.....	288.49		5,675.20		85,088.64			
Iowa.....	2.02		1,125.54		35,657.44			
Missouri.....	100.83		6,129.79		131,649.30			
Arkansas.....	307.40		5,292.70		96,756.40		102.00	
Louisiana.....	321.31		5,446.09		113,432.72			455.25
Texas.....	856.88		20,549.29		365,312.20			
Indian Territory.....	97.94		3,592.95		33,320.56			
Kansas.....		515.00		5,031.11		167,195.00		
Nebraska.....		161.00	3,537.61		95,069.52			
Dakota.....	3.38		1,506.89		38,363.04			
Montana.....	432.50		12,896.62		120,642.00			
Wyoming.....	740.25		19,379.39		182,064.00			
Colorado.....	377.25		15,493.04		153,241.32			
New Mexico.....	216.25		9,646.17		110,508.00			
Arizona.....		9.25	7,624.51		49,278.00			
Utah.....	5.50		2,716.22		73,528.00			
Idaho.....	202.25		10,872.85		50,439.00			
Washington.....	156.29		7,943.85		65,925.60			48.25
Oregon.....	548.75		29,961.43		335,415.00			
Nevada.....	497.50		29,208.36		191,186.60			
California.....	123.64		14,489.41		117,964.08			
Alaska.....								
Total.....	8,469.63	745.36	286,520.70	17,325.63	6,269,796.71	167,195.00	295.13	755.75
Increase.....	7,724.28		269,195.07		6,095,691.71			
Decrease.....								400.62

railroad service during the year ended June 30, 1889.

STEAM-BOAT.				RAILROAD.							
Annual rate of expenditure.		Travel per annum.		Length of routes.		Annual rate of expenditure.		Travel per annum.			
Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.		
Dollars.	Dollars.	Miles.	Miles.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.		
681.52		3,172.00		5.93		1,273.02		19,512.48			
				7.45		923.62			.01		
		.01		112.22		67,306.36		13,649.16			
		.01			0.27			711,878.62			
				78.72		6,788.00					
				18.56		28,447.39		80,012.40			
				43.48			939.04	2,487.36			
						2,400.45		29,936.05			
2,064.00		87,126.01		4.93		107,221.80		4,260.18			
				161.34		9,411.04		111,076.96			
				42.56		6,676.64		32,557.20			
990.00				87.11		25,840.81		190,570.50			
1,793.56		12,064.00		179.12		29,309.94		495,614.24			
1,200.00		14,976.00		360.09		129,958.78		1,547,523.06			
7,315.73		23,478.00		100.42		34,750.59		729,133.70			
387.50			1,847.75	460.48		72,095.07		1,029,179.41			
	410.00	1,768.00		68.97		45,327.87		1,009,703.10			
				209.63		22,697.10		291,886.54			
1,620.43			11,388.00	391.01		68,500.27		976,463.00			
	9,000.00		100,152.00	205.61		45,981.31		4,537,388.68			
				94.47		146,547.14		1,741,574.20			
2,025.82		2,262.00		349.14		133,529.04		1,129,993.36			
	410.00		6,630.00	398.11		115,554.66		216,410.78			
				120.57		66,243.39		230,920.39			
				356.75			43,833.25	459,584.03			
				214.26		41,714.10		763,484.80			
750.00		21,216.00		286.02		41,900.68		268,032.06			
	2,957.42	77,610.00		141.63		7,040.68		113,550.66			
				85.65		20,045.15		150,604.79			
				101.72		36,624.79		81,180.63			
				83.86		8,046.33		61,217.80			
				415.99		117,070.29		387,775.09			
				592.87		103,690.89		753,032.19			
				158.71		47,967.27		89,395.04			
				65.56		10,607.24		109,833.25			
				44.11		10,672.32		27,524.64			
				73.43		27,158.28		65,940.17			
				37.34		3,721.38		23,402.98			
					7.88	1,709.06		338.04			
1,039.07		14,190.00		157.00		1,738.76		125,520.01			
					4.50	17,395.76		153,966.80			
				13.15		21,045.29		8,295.60			
				372.99		1,561.43		490,234.89			
						65,539.46					
19,867.63	12,777.42	166,062.03	211,823.75	6,680.86	12,652,159,764.51	45,110.33	18,928,943.32	222,237.57			
7,090.21			45,761.72	6,668.21	2,144,654.18		18,706,705.75				

E.—Increase and decrease in the star, steam-boat, and railroad service during the year ending June 30, 1889—Continued.

## SUMMARY BY TOTALS.

States and Territories.	Total length of routes.		Total annual rate of expenditure.		Total miles traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.
Maine	10.54		3,009.89		42,750.92	
New Hampshire	32.00		2,262.23		20,539.99	
Vermont		0.43	258.19		19,600.04	
Massachusetts	112.97		68,324.34		718,287.63	
Rhode Island	1.75		204.38		2,356.65	
Connecticut	20.68		7,967.92		23,889.84	
New York	120.73		33,376.76		158,693.60	
New Jersey	24.81		136.30		15,279.36	
Pennsylvania	146.93		8,685.23		132,709.89	
Delaware	4.62		21.14		1,868.88	
Maryland	218.18		13,195.20		163,161.19	
Virginia	561.17		20,377.59		332,527.04	
West Virginia	288.10		4,770.39		98,037.09	
North Carolina	536.93		38,442.38		842,189.24	
South Carolina	397.36		33,828.74		719,419.64	
Georgia	781.98		134,789.62		1,866,929.63	
Florida	288.10		43,513.12		928,467.70	
Alabama	449.89		64,976.55		1,346,750.18	
Mississippi	363.80		50,353.25		1,435,135.54	
Tennessee	296.21		19,768.21		590,894.69	
Kentucky	620.59		69,221.09		1,253,508.31	
Ohio	91.66		446,378.11		4,502,181.56	
Indiana	192.81		150,738.41		1,832,424.54	
Illinois	355.89		136,105.09		1,189,221.36	
Michigan	364.23		123,285.44			136,039.06
Wisconsin	190.62		72,329.53		343,045.91	
Minnesota	645.24		61,841.95		544,672.67	
Iowa	216.88		42,539.64		799,142.24	
Missouri	3-6.85		48,039.47		399,681.26	
Arkansas	551.03		13,683.38		231,523.06	
Louisiana		48.29	28,533.82		186,447.51	
Texas	958.60		57,174.08		416,493.83	
Indian Territory	181.80		11,639.26		94,538.36	
Kansas		99.01	111,139.18		220,580.09	
Nebraska	431.87		107,228.50		848,101.71	
Dakota	142.09		49,474.16		107,698.08	
Montana	498.06		23,503.86		221,595.25	
Wyoming	784.36		30,051.71		209,588.64	
Colorado	450.68		42,658.32		219,181.50	
New Mexico	210.25		13,367.55		110,508.00	
Arizona	28.09		9,333.57		72,640.98	
Utah		2.38	2,378.18		67,701.22	
Idaho	302.25		12,671.61		56,439.09	
Washington	263.95		29,378.68		177,258.61	
Oregon	544.25		50,946.72		489,381.80	
Nevada	510.65		21,769.85		199,341.60	
California	496.63		80,028.87		608,198.97	
Alaska						
Total	14,081.08	159.11	2,390,939.40		24,890,584.80	136,039.06
Increase	13,931.87		2,390,939.40		24,754,545.74	

F.—Division of Inspection, Contract Bureau.—Deductions, fines, and remissions, year ending June 30, 1899.

States and Territories.	STAR ROUTES.				RAILROAD ROUTES.				STEAM-BOAT ROUTES.				TOTALS FOR THE YEAR.			
	Deduct-	Remis-	Fines.	Remis-	Deduct-	Remis-	Fines.	Remis-	Deduct-	Remis-	Fines.	Remis-	Deduct-	Remis-	Fines.	Remis-
	ions.	sions.		sions.	ions.	sions.		sions.	ions.	sions.		sions.	ions.	sions.		sions.
Alabama	\$1,949.23	\$260.28	\$20.40	\$5.00	\$2,806.19	\$1,828.94		\$58.71	\$94.34	\$25.95	\$285.00	\$275.00	\$4,933.76	\$2,115.17	\$705.40	\$338.74
Alaska																
Arizona	1,198.80	217.68	199.34	21.00	505.70	433.40			187.50	937.50	20.00		187.50	937.50	20.00	
Arkansas	1,18.57	9.08	25.50		919.60	1,450.59			1,893.10	831.92	199.34		1,893.10	831.92	199.34	21.00
California	606.17	347.63	156.10	100.00	1,174.83	1,466.57	\$30.00		908.17	1,500.05	55.50		908.17	1,500.05	55.50	
Colorado	409.40	347.62	62.70	20.00	1,172.73	49.51	25.00		1,611.00	1,543.00	2,322.00		1,611.00	1,543.00	2,322.00	586.00
Connecticut	38.18	22.93	13.50	6.00	74.29	2,268.28	23.00	1.00	1,642.13	81.03			1,642.13	81.03		20.00
Dakota	620.94	285.23	32.00	1.00	3,757.70	8,529.14	2.00		110.47	2,292.21	36.50		110.47	2,292.21	36.50	7.00
Delaware	7.78		80						4,378.64	8,214.37			4,378.64	8,214.37		1.00
District of Columbia									7.78				7.78			
Florida	490.66	47.61	67.70	20.00	417.33	6.34	1.00		9,740.39	131.89	108.00	28.00	10,657.38	185.54	176.50	48.00
Georgia	1,434.59	124.69	665.41	3.89	3,368.57	2,523.58			4,900.11	2,650.07	671.41		4,900.11	2,650.07	671.41	3.89
Idaho	690.70	129.57	24.50		30.98	155.61			711.68	285.18	34.50		711.68	285.18	34.50	
Illinois	1,661.50	534.02	90.00		11,989.25	12,293.91	2.00		12,152.78	12,347.37	92.00		12,152.78	12,347.37	92.00	503.44
Indiana	205.65	2.70	79.41		10,518.82	4,135.05	44.00		10,724.47	4,137.75	123.41		10,724.47	4,137.75	123.41	219.44
Iowa	646.05	47.80	7.00		41.01				687.67	47.80			687.67	47.80		7.00
Kansas	366.90	55.97	89.00	3.00	1,931.40	1,662.41			2,318.30	1,718.38	296.80		2,318.30	1,718.38	296.80	3.00
Kentucky	491.65	76.22	20.70		5,333.95	1,910.66	4.00		5,845.58	1,980.48	30.50		5,845.58	1,980.48	30.50	15.91
Louisiana	715.25	13.82	296.50	50	4,100.39	3,022.18			5,327.46	3,115.81	316.55		5,327.46	3,115.81	316.55	272.14
Maine	852.28	309.89	163.50	42.00	4,784.72	113.70			2,961.31	1,005.58	174.50		2,961.31	1,005.58	174.50	43.00
Maryland	165.57	63.71	125.20		9.35	34.44			286.18	98.15	149.50		286.18	98.15	149.50	
Massachusetts	183.51	97.80	163.33	4.00	3,418.98	1,575.29	100.00		4,265.75	9,022.93	281.33		4,265.75	9,022.93	281.33	38.52
Michigan	263.51	24.79	182.23	1.00	3,100.87	1,922.00			2,163.94	803.69	1,051.00		2,163.94	803.69	1,051.00	36.00
Minnesota	930.88	332.00	54.00	16.00	3,535.51	1,516.33	5.00		3,543.89	1,555.22	187.23		3,543.89	1,555.22	187.23	
Mississippi	1,299.81	323.73	196.50	10.00	3,761.90	12,780.81	2.00		4,456.39	13,132.87	55.00		4,456.39	13,132.87	55.00	417.31
Missouri	1,276.52	134.82	210.84	5.00	11,017.03	1,129.76	3.00		5,153.09	4,453.49	199.50		5,153.09	4,453.49	199.50	10.00
Montana	1,431.57	827.96	50.50	10.00		3,258.52	170.00		13,336.54	3,983.34	983.81		13,336.54	3,983.34	983.81	927.29
Nebraska	500.86	24.32	42.00		4,323.39	1,135.40			1,431.57	827.96	50.50		1,431.57	827.96	50.50	10.00
Nevada	334.64	292.62			8,745.43		4.00		9,080.08	252.02	46.00		9,080.08	252.02	46.00	
New Hampshire	20.81	39.77	41.00		8,185.42	106.35			431.34	296.12	41.00		431.34	296.12	41.00	
New Jersey	51.25	56	3.50		185.47	367.79			509.19	368.35	43.50		509.19	368.35	43.50	
New Mexico	219.06	27	22.00		254.11	990.17			674.07	990.44	175.00		674.07	990.44	175.00	
New York	575.84	96	635.34	3.50	11,057.29	3,183.00			11,855.75	3,255.47	3,829.34		11,855.75	3,255.47	3,829.34	7,130.59
North Carolina	1,132.01	393.53	57.00	13.00	3,524.49	149.11	50.00		1,308.30	612.61	107.00		1,308.30	612.61	107.00	13.00
Ohio	1,327.01	20.90	2,019.65	1,860.10	40,107.79	21,323.17			40,419.47	21,344.07	4,042.65		40,419.47	21,344.07	4,042.65	23,887.98
Oregon	176.19	40.32	135.00	50.00	4,791.39	4,794.95	117.00		5,021.20	13,281.82	273.00		5,021.20	13,281.82	273.00	75.00
Pennsylvania	444.01	35.95	1,680.43	3.50	7,932.30	13,290.87			8,377.21	13,282.82	1,590.43		8,377.21	13,282.82	1,590.43	13,116.07
Rhode Island	5.83		7.50			8.04			33.23	8.04			33.23	8.04		
South Carolina	689.30	159.40	43.00	1.00	674.73	551.95			1,395.89	780.63	46.00		1,395.89	780.63	46.00	1.00
Tennessee	578.07	231.10	117.00	25.00	538.11	890.25	3.00		1,116.18	1,331.94	129.00		1,116.18	1,331.94	129.00	35.00

## F.—Division of Inspection, Contract Bureau.—Deductions, fines, and remissions, year ending June 30, 1880.—Continued.

States and Territories.	STAR ROUTES.				RAILROAD ROUTES.				STEAM-BOAT ROUTES.				TOTALS FOR THE YEAR.			
	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.
Texas.....	\$2,932.57	\$791.02	\$197.70	\$25.00	\$8,422.55	\$5,530.62	\$3.50						\$11,355.12	\$6,327.54	\$201.20	\$25.00
Utah.....	74.10	4.72	17.50		101.70	538.01	7.00						175.80	106.42	17.50	
Vermont.....	109.77	79.17	20.00		96.37								206.14	617.18	33.00	
Virginia.....	917.13	63.72	176.73	18.00	594.00	33.35	1,543.00	\$5.00	\$983.50				2,195.53	169.60	1,710.75	23.00
Washington.....	235.41	10.63	57.00		1,880.79	198.62	4,137.67		1,120.11	\$230.00			3,236.31	346.01	4,474.67	
West Virginia.....	758.06	25.13	63.50	5.00	177.68	22.24	32.00	26.00					935.73	47.37	95.50	31.00
Wisconsin.....	371.83	33.28	80.50	5.00	2,060.05	1,097.61	23.00						2,461.88	1,730.89	112.50	5.00
Wyoming.....	143.99	28.06	7.50		3,726.74	442.60							3,870.73	470.66	7.50	
Totals.....	27,232.33	6,100.52	8,699.32	2,287.40	169,955.22	118,279.33	15,124.68	45,287.74	18,331.08	11,667.91	798.25		304,002.15	136,047.77	24,622.15	47,879.23

## RECAPITULATION.

Service.	Deductions.		Remissions on deductions.		Fines.		Remissions on fines.	
Railroad.....	\$169,955.22		\$118,279.33		\$15,124.68		\$45,287.74	
Steam-boat.....	18,331.08		11,667.91		768.25		304.00	
Star.....	27,232.33		6,100.52		8,699.32		2,287.40	
Mail messenger.....	1,898.69		86.43		734.25		23.48	
Postal clerks.....	4,814.49		136.21					
Total.....	222,231.81		136,273.40		25,356.50		47,902.71	
Net deductions and fines.....	63,412.20							

G.—Mail service as in operation June 30, 1888, and June 30, 1889, showing increase and decrease and percentage of increase and decrease from June 30, 1888, to June 30, 1889.

	June 30, 1888.	June 30, 1889.	Increase from June 30, 1888, to June 30, 1889.	Decrease from June 30, 1888, to June 30, 1889.	Percentage of increase from June 30, 1888, to June 30, 1889.	Percentage of decrease from June 30, 1888, to June 30, 1889.
<b>STAR SERVICE.</b>						
Number of routes	14,146	15,077	931		6.58	
Length of routes (miles)	225,607.53	233,331.81	7,724.28		3.42	
Annual rate of expenditure	\$4,959,192.00	\$5,228,387.07	\$269,195.07		5.42	
Number of miles traveled per annum	83,683,998.99	89,777,600.70	6,093,601.71		7.28	
Rate of cost per mile traveled	5.92 cents.	5.82 cents.		0.10 cent.		1.68
Rate of cost per mile of length	\$21.98	\$22.40	\$0.42			1.91
Average number of trips per week	3.50	3.69	0.13			3.65
<b>REGULATION-WAGON SERVICE (included in star service).</b>						
Number of routes	30	30				
Length of routes (miles)	397.47	400.70	3.23		0.81	
Annual rate of expenditure	\$404,796.74	\$403,729.74		\$1,067.00		0.26
Number of miles traveled per annum	1,514,136.29	1,516,344.65	2,208.36		0.14	
Rate of cost per mile traveled	26.73 cents.	26.62 cents.		0.11 cent.		0.41
Rate of cost per mile of length	\$1,018.43	\$1,007.56		\$10.87		1.06
Average number of trips per week	30.62	30.38		0.24		0.65
<b>STAR SERVICE (omitting regulation-wagon service).</b>						
Number of routes	14,116	15,047	931		6.59	
Length of routes (miles)	225,210.06	232,931.11	7,721.05		3.42	
Annual rate of expenditure	\$4,554,395.26	\$4,824,657.33	\$270,262.07		5.93	
Number of miles traveled per annum	82,169,862.70	88,261,256.05	6,091,393.35		7.41	
Rate of cost per mile traveled	5.54 cents.	5.46 cents.		0.08 cent.		1.44
Rate of cost per mile of length	\$20.22	\$20.71	\$0.49			2.42
Average number of trips per week	3.44	3.64	0.20			5.81
<b>STEAM-BOAT SERVICE.</b>						
Number of routes	127	128	1		0.78	
Length of routes (miles)	11,658.49	10,597.87		400.62		4.16
Annual rate of expenditure	\$438,942.27	\$440,032.48	\$7,090.21		1.61	
Number of miles traveled per annum	3,216,035.98	3,170,274.26		45,761.72		1.42
Rate of cost per mile traveled	13.64 cents.	14.06 cents.	0.42 cent.			3.07
Rate of cost per mile of length	\$39.69	\$42.08	\$2.39			6.02
Average number of trips per week	2.79	2.87	0.08			2.86
<b>MAIL MESSENGER SERVICE.</b>						
Number of routes	5,906	6,344	438		7.41	
Length of routes (miles)	4,645.05	5,023.27	378.22		8.14	
Annual rate of expenditure	\$883,718.67	\$949,188.85	\$65,470.18		7.40	
Number of miles traveled per annum	10,595,355.22	10,781,753.91	186,398.69		1.75	
Rate of cost per mile traveled	8.34 cents.	8.80 cents.	0.46 cent.			5.51
Rate of cost per mile of length	\$190.21	\$188.95		\$1.29		0.67
Average number of trips per week	21.03	20.63		1.30		5.92

G.—Mail service as in operation June 30, 1888, and June 30, 1889, etc.—Continued.

	June 30, 1888.	June 30, 1889.	Increase from June 30, 1888, to June 30, 1889.	Decrease from June 30, 1888, to June 30, 1889.	Percentage of increase from June 30, 1888, to June 30, 1889.	Percentage of decrease from June 30, 1888, to June 30, 1889.
<b>RAILROAD SERVICE.</b>						
Number of routes.....	1,905	2,113	118		5.91	
Length of routes (miles).....	143,713.32	150,381.53	6,668.21		4.63	
Annual rate of expenditure:						
For transportation.....	\$17,528,599.80	\$19,441,095.78	\$1,912,495.98		10.91	
For railway post-office cars.....	1,990,359.35	2,198,517.55	202,158.20		10.12	
For transp. and R. P. O. cars combined.....	\$19,524,959.15	\$21,639,613.33	\$2,114,654.18		10.83	
Number of miles traveled per annum.....	185,485,783.33	204,192,489.08	18,706,705.75		10.08	
Rate of cost per mile traveled:						
For transportation.....	9.45 cents.	9.52 cents.	0.07 cent.		0.74	
For transp. and R. P. O. cars combined.....	10.52 cents.	10.59 cents.	0.07 cent.		0.66	
Rate of cost per mile of length:						
For transportation.....	\$121.96	\$129.27	\$7.31		5.99	
For transp. and R. P. O. cars combined.....	\$135.86	\$143.89	\$8.03		5.91	
Average number of trips per week.....	12.41	13.05	0.64		5.15	
<b>SPECIAL OFFICE SERVICE.</b>						
Number of routes.....	2,695	1,999		696		25.82
Length of routes (miles).....	18,952.56	16,824.66		2,127.90		11.22
Number of miles traveled per annum.....	4,599,882.24	2,979,706.36		1,290,115.88		30.21
Average number of trips per week.....	2.16	1.70		0.46		21.29
<b>RAILWAY POST-OFFICE CLERKS.</b>						
Number of clerks.....	5,094	5,448	354		6.94	
Annual rate of expenditure.....	\$5,084,517.00	\$5,208,600.00	\$184,083.00		3.62	
<b>MAIL EQUIPMENTS.</b>						
Mail bags, mail-bag catchers, etc.	\$247,030.19	\$180,901.30		\$66,128.89		26.76
Mail locks and keys, etc.	22,560.54	15,729.53		6,771.01		30.09
Total annual rate of expenditure.....	\$269,590.73	\$196,630.83		\$72,899.90		27.40
<b>NECESSARY AND SPECIAL FACILITIES ON TRUNK LINES.</b>						
Annual rate of expenditure.....	\$295,987.53	\$295,655.38		\$332.15		0.11
<b>RECAPITULATION.</b>						
Total number of routes.....	24,869	25,661	792		3.18	
Total length of routes (miles).....	403,976.95	416,159.14	12,182.19		3.01	
Total annual rate of expenditure.....	\$31,456,847.35	\$34,024,107.94	\$2,567,260.58		8.16	
Total number of miles traveled per annum.....	287,251,055.76	310,901,884.31	23,650,828.55		8.23	
Rate of cost per mile traveled.....	10.95 cents.	10.94 cents.		0.01 cent.		0.09
Rate of cost per mile of length.....	\$77.86	\$81.75	\$3.89		4.99	
Average number of trips per week.....	6.83	7.18	0.35		5.12	





H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in States routes in other States and Territories; the re-adjustment of the rates based upon returns mails and railway post-office clerks, and the number of trips per week, in accordance with

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MAINE.		Miles.	Pounds.		Feet and inches.	
1	Boundary Line (n. o.), Presque Isle.	New Brunswick Rwy.	29.53	290	23	apt. 22 by 10, 1 l. ....	12
2	Newport, Dexter.....	Maine Central R. R. ...	14.94	399	17	no apt. ....	15
3	Farmington, Brunswick.	.....do .....	67.83	1,078	22	apt. 15 by 7 (av.), 1 l. to Leeds Junction, 36.53 m.; 2 l. residue.	14.9
4	Belfast, Burnham Village.	.....do .....	33.44	980	18	apt. 14.8 by 7.3 (av.), 2 l.	12
5	Portland, Skowhegan.....	.....do .....	102.02	2,250	23	r. p. o. 43.8 by 8.9, 1 l. (not authorized); apt. 14.6 by 6.6, 1 l. between Lewiston and Leeds Junction, 10.7 m.	10.53
6	Portland, Bangor.....	.....do .....	137.15	10,168	29	r. p. o. 60 by 9.1, 2 l.; apt. 18 by 6.8, 1 l. to Brunswick, 28.98 m., and 1 l. to Augusta, 62.38 m.	33.25
7	Portland, Me., Norton Mills, Vt.	Atlantic and St. Lawrence R. R.	166.04	2,463	24	apt. 20.9 by 7.5, 1 l. to Gorham, 92.15 m.; 1 l. to Island Pond, 150.17 m.	24.59
8	Portland, Me., Rochester, N. H.	Portland and Rochester R. R.	55.07	2,319	24	apt. 15.2 by 8.7 (av.), 1½ l.	10.94
9	Mile Junction (n. o.), Katahdin Iron Works.	Bangor and Piscataquis R. R.	18.98	72	13	no apt. ....	12
10	Portland, Me., Fabyan House, N. H.	Maine Central R. R. ...	92.07	1,825	24	apt. 12 by 6.4 (av.), 2 l. to Bartlett, 72.98 m.; 1 l. residue, 19.09 m.	18.14
11	Brunswick, Bath.....	.....do .....	9.21	3,005	24	apt. 15.10 by 6.11 (av.), 4 l.	28
12	Bangor, Vanceborough.....	.....do .....	114.83	6,961	24	r. p. o. 40 by 9, 1 l.; apt. 24 by 8.9, 1 l. and 18 by 7, 1 l. to Oldtown.	15.09
13	Bangor, Bucksport.....	.....do .....	20.53	850	16	apt. 16.2 by 6.10, 2 l. ....	12
14	Oldtown, Greenville...	Bangor and Piscataquis R. R.	78.16	921	21	apt. 18 by 7, 1 l. ....	6
15	Woolwich, Rockland...	Knox and Lincoln R. R.	49.33	2,371	25	apt. 15 by 6.7, 2 l. ....	12
16	Houlton, New Brunswick Lake (n. o.).	New Brunswick Rwy	2.96	392	26	no apt. ....	21
17	Cadals, Princeton.....	St. Croix and Penobscot R. R.	21.28	135	12	.....do .....	6
18	Oakland, Embden.....	Somerset Rwy.....	31.70	528	17	apt. 14 by 6.10, 1 l. ....	12
19	Mechanic's Falls, Gilbertville.	Rumford Falls and Buckfield R. R.	27.45	491	15	apt. 10 by 6.9, 1 l. ....	11.57
20	Farmington, Phillips.	Sandy River R. R. ....	18.37	337	13	no apt. ....	15

and Territories in which the contract term expired June 30, 1889, and also on certain new of the weight of the mails, the speed with which they are conveyed, the accommodations for the acts of March 3, 1873, July 12, 1876, and June 17, 1878.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
48.73	46.17			1,438.99		1,408.64		July 1	Weighted 30 days from Sept. 24, 1888. 0.98 m. decrease.
56.43	50.45			843.06		752.71		July 1	Weighted 30 days from Sept. 24, 1888. 0.02 m. increase.
88.00	79.52			5,973.10		5,379.52		July 1	Weighted 30 days from Sept. 24, 1888. 0.18 m. increase.
84.65	68.40			2,830.69		2,277.03		July 1	Weighted 30 days from Sept. 24, 1888. 0.15 m. increase.
131.67	107.73			13,432.97		11,088.64		July 1	Weighted 30 days from Sept. 24, 1888. 0.91 m. decrease.
322.34	100.00	278.73	100.00	44,208.93	13,715.00	38,464.74	13,800.00	July 1	Weighted 30 days from Sept. 24, 1888. 0.85 m. decrease.
134.24	126.54			22,289.20		20,971.47		July 1	Weighted 30 days from Sept. 24, 1888. 0.31 m. increase.
132.53	125.69			7,298.42		6,912.95		July 1	Weighted 30 days from Sept. 24, 1888. 0.07 m. increase.
42.75	42.75			811.39		807.97		July 1	Weighted 30 days from Sept. 24, 1888. 0.08 m. increase.
120.56	98.33			11,099.95		8,848.71		July 1	Weighted 30 days from Sept. 24, 1888. 2.08 m. increase.
154.76	137.66			1,425.33		1,262.34		July 1	Weighted 30 days from Sept. 24, 1888. 0.04 m. increase.
191.52	25.00	187.25	25.00	21,992.24	2,870.75	21,567.53	2,871.50	July 1	Weighted 30 days from Sept. 24, 1888. 0.03 m. decrease.
78.66	70.97			1,614.88		1,458.43		July 1	Weighted 30 days from Sept. 24, 1888. 0.02 m. decrease.
82.08	67.55			6,415.37		5,273.62		July 1	Weighted 30 days from Sept. 24, 1888. 0.69 m. increase.
133.38	109.44			6,579.63		5,374.59		July 1	Weighted 30 days from Sept. 24, 1888. 0.22 m. increase.
56.43	49.59			167.03		198.36		July 1	Weighted 30 days from Sept. 24, 1888. 1.04 m. decrease.
42.75	42.75			900.72		900.72		July 1	Weighted 30 days from Sept. 24, 1888.
64.98	55.58			2,059.86		1,817.62		July 1	Weighted 30 days from Feb. 19, 1889. Pay not fixed on 5.93 m. extension from North Anson to Embolen from Jan. 1, 1889.
63.27	55.58			1,730.76		1,525.67		July 1	Weighted 30 days from Sept. 24, 1888.
52.15	42.75			957.99		780.18		July 1	Weighted 30 days from Sept. 24, 1888. 0.12 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in.

[Abbreviations: r. p. o., railway post-office; apt.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.		Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.			Feet and inches.	
MAINE—continued.								
21	Lewiston, South Auburn.	Lewiston and Auburn R. R.	6	217	28		no apt. ....	18
22	Bridgton Junction (n. o.), Bridgton.	Bridgton and Saco River R. R.	16.28	305	16		.....do .....	12
23	Monson Junction (n. o.), Monson.	Monson R. R. ....	6.26	72	18		.....do .....	12
24	Bangor, Mount Desert Ferry.	Maine Central R. R. ...	43.27	1,447	20		apt. 16 by 6.7, 1 l. ....	13
25	Strong Station (n. o.), Kingfield.	Franklin and Megantic R. R.	15.18	151	15		no apt. ....	6
26	Hartland, Pittsfield...	Sebaasticook and Moosehead R. R.	8.51	183	20		.....do .....	12
27	Kennebunk Port, Kennebunk Station (n. o.).	Boston and Maine R. R.	4.67	344	18		.....do .....	24
✓ 27	Kennebunk Port Station (n. o.) Kennebunk Station (n. o.).	.....do .....	4.67	192	18		.....do .....	24
28	Kittery Junction (n. o.), York Beach.	.....do .....	11.28	143	21		.....do .....	12
NEW HAMPSHIRE.								
1001	Concord, Nashua.....	Concord R. R. Corporation.	86.30	13,788	28		r. p. o. 46 by 9.4 (av.), 1 l. (40 feet authorized); apt. 21.4 by 7.4 (av.) & 1. to Manchester, 18.46 m.; 3 l. residue, 17.84 m.	45.30
1002	Concord, Portsmouth.....	.....do .....	59.32	1,155	22		apt. 13 by 6.4, 1 l. to Manchester 18.46 m.; 2 l. residue, 40.86 m.	10.13
1003	Manchester, North Weare.....	.....do .....	19.86	223	15		no apt. ....	12
1004	Hookset, Pittsfield....	.....do .....	20.42	519	13		apt. 8 by 7, 1 l. ....	12
1005	West Stewartstown, Coos.	Upper Coos R. R. ....	18.58	217	24		no apt. ....	12
1006	Groveton Junction (n. o.), Concord.	Boston, Concord, Montreal R. R.	145.88	2,853	23		apt. 20.6 by 8.9, 1 l. between Lancaster and Concord, 136.18 m.; apt. 10 by 7, 1 l. between Plymouth and Concord, 51.48 m.	16.71
1007	Pay not adjusted.							
1008	Concord, N. H., White River Junction, Vt.	Northern R. R. ....	69.76	7,372	26		r. p. o. 46 by 9.4 (av.), 1 l. (40 feet authorized); apt. 34.8 by 6.7 (av.), 1 l.	23.22
1009	Concord, Claremont Junction (n. o.).	.....do .....	56.92	1,083	18		apt. 14.2 by 7, 1 l. to Claremont, 55.02 m.; no apt. residue.	14.08
1010	Contoocook, Peterborough.	.....do .....	32.72	619	12		apt. 9.6 by 7 (av.), 1 l.	15.96
1011	Nashua, Keene .....	Boston and Maine R. R.	56.08	851	24		apt. 14.2 by 7, 1 l. ....	14.25

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per ton 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 re-adjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
43.61	.....	42.75	.....	261.66	.....	255.21	.....	July 1	Weighted 30 days from Sept. 24, 1888. 0.03 m. increase.
49.59	.....	44.46	.....	807.32	.....	724.69	.....	July 1	Weighted 30 days from Sept. 24, 1888. 0.02 m. decrease.
42.75	.....	42.75	.....	267.61	.....	263.34	.....	July 1	Weighted 30 days from Sept. 24, 1888. 0.10 m. increase.
104.31	.....	71.82	.....	4,513.49	.....	3,623.31	.....	July 1	Weighted 30 days from Sept. 24, 1888. 7.18 m. decrease. Route curtailed between Mount Desert Ferry and Bar Harbor, July 1, 1889.
42.75	.....	42.75	.....	648.94	.....	649.37	.....	July 1	Weighted 30 days from Sept. 24, 1888. 0.01 m. decrease.
42.75	.....	42.75	.....	363.80	.....	366.79	.....	July 1	Weighted 30 days from Sept. 24, 1888. 0.07 m. decrease.
53.01	.....	.....	.....	247.55	.....	.....	.....	Aug. 10 1887.	Weighted 30 days from July 2, 1888. Established Aug. 10, 1887.
42.75	.....	53.01	.....	199.64	.....	247.55	.....	July 1 1889.	Weighted 30 days from Sept. 24, 1888.
42.75	.....	48.73	.....	482.22	.....	552.11	.....	July 1	Weighted 30 days from Sept. 24, 1888. 0.05 m. decrease.
264.20	25.00	242.82	25.00	9,590.46	907.50	8,809.50	907.00	July 1	Weighted 30 days from Sept. 24, 1888. 0.02 m. increase.
91.49	.....	78.66	.....	5,427.18	.....	4,653.52	.....	July 1	Weighted 30 days from Sept. 24, 1888. 0.16 m. increase.
43.61	.....	42.75	.....	866.09	.....	852.86	.....	July 1	Weighted 30 days from Sept. 24, 1888. 0.09 m. decrease.
64.13	.....	54.72	.....	1,309.53	.....	1,113.55	.....	July 1	Weighted 30 days from Sept. 24, 1888. 0.07 m. increase.
43.60	.....	43.60	.....	810.08	.....	925.62	.....	July 1	Weighted 30 days from Sept. 24, 1888. 21.23 miles from March 19, 1888, to June 30, 1889. 2.65 m. decrease.
140.22	.....	146.21	.....	20,455.29	.....	21,329.11	.....	July 1	Weighted 30 days from Sept. 24, 1888.
195.80	25.00	187.25	25.00	13,659.60	1,744.00	13,062.56	1,744.00	July 1	Do.
88.92	.....	60.71	.....	5,061.32	.....	3,455.61	.....	July 1	Do.
68.40	.....	50.45	.....	2,238.04	.....	1,650.72	.....	July 1	Do.
78.66	.....	85.50	.....	4,411.25	.....	4,771.75	.....	July 1	Weighted 30 days from Sept. 24, 1888. 0.27 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW HAMPSHIRE—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
1012	Rochester, N. H., Worcester, Mass.	Boston and Maine R. R.	93.13	2,525	24	apt. 16.2 by 7.10 (av.) 1 l. to Nashua, 48.55 m.; 2 l. residue, 48.58 m.	17.33
1013	Dover, Alton Bay.....	.....do .....	28.36	1,166	25	apt. 11.1 by 6.7, 2.1...	12.35
1014	Conway Junction (n. o.), Me., North Conway, N. H.	.....do .....	71.83	3,102	25	apt. 19.6 by 8.6, 2 l. to Wolfboro Junction, 30.38 m.; 1 l. residue, 41.45. m.	17.58
1015	Wolfboro Junction, Wolfborough.	.....do .....	12.05	194	26	no apt .....	13
1016	Portsmouth, Dover ...	.....do .....	11.65	208	21	.....do .....	18
1017	Vacant.....	.....do .....	.....	.....	.....	.....do .....	.....
1018	Whitefield Junction (n. o.), Meadows.	Whitefield and Jefferson R. R.	8.5	123	17	.....do .....	6
1019	Vacant.....	.....do .....	.....	.....	.....	.....do .....	.....
1020	Franklin, Bristol.....	Northern R. R.....	13.42	319	19	.....do .....	12
1021	Rollingsford (n. o.), Great Falls.	Boston and Maine R. R.	2.67	381	21	.....do .....	37
1022	Plymouth, North-Woodstock.	Boston, Concord and Montreal R. R.	21.	155	19	.....do .....	8.15
	VERMONT.						
2001	Readsboro, Vt., Hoosac Tunnel Station (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R.	11.50	114	10	no apt .....	6
2002	Windsor, Vt., Rouse's Point, N. Y.	Central Vermont R. R.	158.77	6,401	28	r. p. o. 43.8 by 9.1 (av.), 1 l. to St. Albans, 134.63 m. (40 feet authorized); apt. 2.1. to White River Junction, 14.13 m.; 1 l. bet. White River Junction and St. Albans, 120.5 m.; 1 l. bet. Essex Junction and Rouse's Point, 48.64 m.	25.13
2003	Bellows Falls, Essex Junction.	.....do .....	128.	4,629	22	apt. 22.9 by 7.3 (av.), 1 l. to Rutland, 52.71 m.; 2 l. thence to Burlington, 67.20 m.; 3 l. residue, 8.09 m.	20.31
2004	Bellows Falls, Windsor.	Sullivan County R. R.	25.50	9,861	29	r. p. o. 41.5 by 9, 1 l. (40 feet authorized); apt. 23.2 by 6.8 (av.), 2 l.	24
2005	Brattleboro, Bellows Falls.	Vermont Valley R. R.	24.17	9,726	30	r. p. o. 41.5 by 9, 1 l.; apt. 22.6 by 6.6, 2 l.	24
2006	St. Albans, Canada Line (n. o.)	Central Vermont R. R.	17.45	1,151	30	no apt.....	18.5
2007	St. Albans, Richford ..	.....do .....	28.66	451	16	apt. 8.4 by 6.10, 1 l.....	6
2008	Leicester Junction, Vt., Addison Junction, N. Y.	.....do .....	15.63	103	10	no apt.....	6

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
135.09	129.11			12,831.11		12,270.61		July 1	Weighted 30 days from Sept. 24, 1888. 0.09 m. increase.
92.34	64.13			2,618.76		1,822.57		July 1	Weighted 30 days from Sept. 24, 1888. 0.06 m. decrease.
129.11	87.21			9,273.97		6,262.55		July 1	Weighted 30 days from Sept. 24, 1888. 0.02 m. increase.
42.75	42.75			515.13		518.98		July 1	Weighted 30 days from Sept. 24, 1888. 0.09 m. decrease.
42.75	42.75			408.03		496.75		July 1	Weighted 30 days from Sept. 24, 1888. 0.03 m. increase.
42.75	42.75			363.37		363.37		July 1	Weighted 30 days from Sept. 24, 1888.
50.45	42.75			677.03		561.30		July 1	Weighted 30 days from Sept. 24, 1888. 0.29 m. increase.
55.58	45.32			148.39		121.45		July 1	Weighted 30 days from Sept. 24, 1888. 0.01 m. decrease.
42.75	42.75			897.75		900.31		July 1	Weighted 30 days from Sept. 24, 1888. 0.06 m. decrease.
42.75	42.75			491.02		483.07		July 1	Weighted 30 days from Sept. 24, 1888. 0.20 m. increase.
185.53	25.00	175.28	25.00	29,456.59	3,365.75	27,829.20	3,365.75	July 1	Weighted 30 days from Sept. 24, 1888. Also re-adjusted from Oct. 12, 1887.
165.02	157.32			21,122.56		20,132.24		July 1	Weighted 30 days from Sept. 24, 1888. 0.03 m. increase.
222.30	25.00	168.44	25.00	5,668.65	637.50	4,295.22	637.50	July 1	Weighted 30 days from Sept. 24, 1888. Also re-adjusted from Oct. 12, 1887.
221.44	25.00	169.29	25.00	5,352.20	604.25	5,323.41	601.00	July 1	Weighted 30 days from Sept. 24, 1888. 0.13 m. increase. Pay also re-adjusted from Oct. 12, 1887, on 24.04 m.
91.49	92.34			1,599.50		1,600.23		July 1	Weighted 30 days from Sept. 24, 1888. 0.12 m. increase.
59.85	60.71			1,715.30		1,747.84		July 1	Weighted 30 days from Sept. 24, 1888. 0.13 m. increase.
42.75	42.75			668.18		668.18		July 1	Weighted 30 days from Sept. 24, 1888.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
VERMONT—continued.							
2009	Richford, Newport....	Canadian Pacific Rwy.	31.72	524 27		no apt.....	12
2010	White River Junction, Derby Line.	Boston and Maine R. R.	114.59	6,020 24		r. p. o. 41.5 by 9, 1 l. to Newport, 105.15 m.; apt. 18.3 by 6.8, 1 l. to Newport, 105.15 m.	18.30
2011	South Lunenburg, Swanton.	St. Johnsbury and Lake Champlain R. R.	117.70	990 22		apt. 13 by 6.8, 1 l.....	6.89
2012	Wells River, Montpelier.	Montpelier and Wells River R. R.	38.85	908 28		apt. 12 by 6.7, 1 l.....	13.51
2013	White River Junction, Woodstock.	Woodstock R. R. ....	14.44	301 17		no apt.....	12
2014	Burlington, Cambridge Junction (n. o.).	Burlington and La-moille R. R.	34.39	558 24		apt. 8.9 by 7, 1 l.....	12
2015	Rutland, Bennington...	Bennington and Rutland Rwy.	57.82	3,800 29		apt. 22 by 7.5, 2 l. to North Bennington.	21.54
2016	Brattleboro, South Londonderry.	Central Vermont R. R.	36.36	413 12		apt. 8.5 by 5.6, 1 l.....	6
2017	Montpelier Junction (n. o.), Williamstown.	.....do.....	15.08	434 12		no apt.....	18.87
2018	North Bennington, State Line (n. o.).	Bennington and Rutland Rwy.	2.02	4,215 29		apt. 22 by 7.5 (av.), 2 l..	21
MASSACHUSETTS.							
3001	Boston, Mass., Portland, Me.	Boston and Maine R. R.	109.35	28,932 26		r. p. o. 60 by 9.1, 2 l.; apt. 19.6 by 8.6, 2 l. to Portsmouth, 1 l. thence to Brooks Crossing (n. o.); no apt. residue.	47.81
3002	Boston, East Saugus....	.....do.....	10.74	225 16		no apt.....	21.43
3003	Salem, Rockport.....	.....do.....	19.69	867 21		.....do.....	26
3004	Salem, Marblehead.....	.....do.....	3.99	182 22		.....do.....	24
3005	Salem, Lawrence.....	.....do.....	22.33	129 19		.....do.....	17.09
3006	Franklin, Mass., Valley Falls, R. I.	New York and New England R. R.	14.36	192 29		.....do.....	12
3007	Salisbury, Amesbury.	Boston and Maine R. R.	4.49	464 21		.....do.....	27
3008	Wenham Depot, Essex.	.....do.....	6.16	108 16		.....do.....	12
3009	Lynn, Marblehead....	.....do.....	6.38	618 17		.....do.....	19.48
3010	Wakefield, Peabody..	.....do.....	8.09	123 27		.....do.....	10.47
3011	Boston, Mass., Portland, Me.	.....do.....	116.33	7,761 24		r. p. o. 41.9 by 8.1, 1 l.; apt. 15.10 by 8.2 (av.), 3 l. to Wakefield, 10 m.; 2 l. thence to Lawrence, 17 m.; 1 l. residue, 89.33 m.	45.11
3012	Boston, Medford.....	.....do.....	5.32	317 15		no apt.....	39.02
3013	Georgetown, Haverhill.	.....do.....	7.32	114 23		.....do.....	22.36
3014	Wakefield Junction (n. o.), Newburyport.	.....do.....	30.80	1,755 25		apt. 12 by 8.6, 2 l.....	18.55
3015	Newton Junction, N. H., Merrimac, Mass.	.....do.....	4.85	204 18		no apt.....	21



States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l, line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
64.98		86.36		2,061.10		2,726.38		July 1	Weighted 30 days from Sept. 24, 1888. 0.15 m. increase.
181.26	25.00	143.64	25.00	20,770.58	2,628.75	20,807.46	2,628.75	July 1	Weighted 30 days from Sept. 24, 1888. 0.7 m. decrease. Also re-adjusted from Oct. 12, 1887, on 115.29 m.
84.65		71.82		9,963.30		8,514.97		July 1	Weighted 30 days from Sept. 24, 1888. 0.86 m. decrease.
81.23		71.82		3,155.78		2,790.20		July 1	Weighted 30 days from Sept. 24, 1888.
49.59		44.46		716.07		642.00		July 1	Do.
65.84		60.71		2,264.23		2,088.42		July 1	Weighted 30 days from Sept. 24, 1888. 0.01 m. decrease.
153.90		154.76		8,898.49		8,948.22		July 1	Weighted 30 days from Sept. 24, 1888.
57.29		52.16		2,083.06		1,898.62		July 1	Weighted 30 days from Sept. 24, 1888. 0.04 m. decrease.
59.00		43.61		450.17		332.74		July 1	Weighted 30 days from Sept. 24, 1888. Extension from Earre to William at o w n. 7.45 m., from Dec. 17, 1888, not weighed.
159.03		158.18		321.24		319.52		July 1	Weighted 30 days from Sept. 24, 1888.
426.65	100.00	367.65	100.00	46,654.17	10,935.00	46,202.52	10,935.00	July 1	Weighted 30 days from Sept. 24, 1888.
47.46		42.75		477.50		459.13		July 1	Weighted 30 days from Feb. 19, 1889.
79.52		70.97		1,565.74		1,397.39		July 1	Do.
42.75		42.75		170.87		170.57		July 1	Do.
42.75		42.75		954.60		954.60		July 1	Do.
42.75		42.75		613.89		618.16		July 1	Weighted 30 days from Feb. 19, 1889. 0.1 m. decrease.
61.56		53.01		276.40		238.01		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		263.34		232.98		July 1	Weighted 30 days from Feb. 19, 1889. 0.71 m. increase.
68.40		67.55		436.39		430.96		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		345.84		345.84		July 1	Do.
200.07	25.00	166.73	25.00	23,274.14	2,908.25	19,395.70	2,908.25	July 1	Weighted 30 days from Sept. 24, 1888.
50.45		42.75		268.39		227.00		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. increase.
42.75		42.75		312.93		312.56		July 1	Do.
117.14		73.83		3,607.91		2,264.72		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		207.33		207.33		July 1	Do.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

(Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MASSACHUSETTS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
3016	Boston, Mass., Nashua, N. H.	Boston and Maine R. R.	40.62	15,018.26		r. p. o., 46 by 9.4 (av.), 11. (40 ft. authorized); apt. 22.6 by 7.4 (av.), 4 l.	83.47
3017	Lowell, Lawrence	do	13.49	165.21		no apt.	21
3018	Winchester, North Woburn.	do	4.09	269.17		do	26.71
3019	Somerville Station (n. o.), North Billerica.	do	19.52	308.18		do	21.77
3020	Ayer, Lowell	do	16.55	444.22		apt. 11.2 by 7, 2 l.	12
3021	Boston, Mass., Troy, N. Y.	Fitchburg R. R.	188.92	8,109.26		apt. 21.11 by 7.9 (av.), 4 l. to Ayer, 33.17 m.; 3 l. thence to Fitchburg, 13.53 m.; 2 l. thence to Hooeac Junction, 114.20 m.; 4 l. thence to Eagle Bridge, 2.52 m.; 5 l. residue, 22.81 m.	42.89
3022	Vacant.						
3023	South Acton, Marlborough.	Fitchburg R. R.	12.69	261.24		no apt.	25.03
3024	Ayer, Mass., Greenville, N. H.	do	23.96	698.24		apt. 16 by 8.2, 1 l.	12
3025	Boston, Mass., Albany, N. Y.	Boston and Albany R. R.	201.41	66,641.27		r. p. o. 60 by 8.11, 1 l., 55.8 by 8.8, 3 l., 45 l. by 8.7, 1 l. to Springfield, 98.63 m. (40 ft. authorized); 56.7 by 8.9, 1 l., 45.1 by 8.7, 1 l. residue, 102.78 m. (40 ft. authorized); apt. 27.7 by 8.7, 1 l. to Springfield, 98.63 m.; 14 by 6, 1 l. to South Framingham.	60.76
3026	Millbury Junction (n. o.), Millbury.	do	3.25	76.18		no apt.	12
3027	Auburndale Station (n. o.), Newton Lower Falls.	do	2.02	107.13		do	21
3028	South Framingham, Milford.	do	12.48	620.24		do	24
3029	Pittsfield, North Adams.	do	21.37	1,027.25		apt. 9.6 by 6, 2 l.	24
3030	Palmer, Winchendon	Boston and Albany R. R.	50.10	187.18		no apt.	15.84
3031	North Brookfield, East Brookfield.	do	4.53	248.17		do	27
3032	Natick, Saxonville.	do	4.04	71.17		do	12
3033	Cook Street Station (n. o.), Bellingham.	New York and New England R. R.	22.60	301.19		do	13.16
3034	North Grafton Station (n. o.), Grafton.	Grafton and Upton R. R.	3.15	195.12		do	38

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	1889.	
277.88	25.00	271.04	25.00	11,287.48	1,015.50	10,800.94	996.25	July 1	Weighted 30 days from Sept. 24, 1888. 0.77 m. increase.
42.75		42.75		576.69		601.92		July 1	Weighted 30 days from Feb. 19, 1889. 0.59 m. increase.
47.03		43.61		220.57		198.86		July 1	Weighted 30 days from Feb. 19, 1889. 0.13 m. increase.
50.45		42.75		984.78		842.17		July 1	Weighted 30 days from Feb. 19, 1889. 0.18 m. increase.
59.85		74.39		990.51		1,266.86		July 1	Weighted 30 days from Feb. 19, 1889. 0.48 m. decrease.
203.49		187.25		38,443.33		34,920.54		July 1	Weighted 30 days from Feb. 19, 1889. 83.52 increase. Extended to Troy, covering routes 3022 and 6067, from July 1, 1889.
47.03		50.45		596.81		641.21		July 1	Covered by route 3021. Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
71.82		64.98		1,720.80		1,536.92		July 1	Weighted 30 days from Feb. 19, 1889.
829.35	225.00	574.56	225.00	167,039.38	29,900.25	166,939.86	29,891.25	July 1	Weighted 30 days from Oct. 1, 1888. 0.12 increase. Pay also fixed from June 3, 1888. 102.78 m., at \$75 per m. for r. p. o. cars; formerly 102.66 m.
42.75		42.75		138.93		190.66		July 1	Weighted 30 days from Feb. 19, 1889. 1.21 m. decrease.
42.75		42.75		86.35		89.34		July 1	Weighted 30 days from Feb. 19, 1889. 0.07 m. decrease.
69.26		62.42		864.36		771.50		July 1	Weighted 30 days from Feb. 19, 1889. 0.12 m. increase.
86.36		84.65		1,845.51		1,812.35		July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. decrease.
42.75		55.58		2,145.62		2,789.00		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. increase.
46.17		42.75		269.15		193.23		July 1	Do.
42.75		42.75		172.71		168.43		July 1	Weighted 30 days from Feb. 19, 1889. 0.1 m. increase.
49.59		44.46		1,120.73		1,006.57		July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. decrease.
42.75		42.75		134.66		128.25		July 1	Weighted 30 days from Feb. 19, 1889. 0.15 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MASSACHUSETTS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
3035	Boston, Mass., Providence, R. I.	Old Colony R. R. ....	43.98	11,983.30	r. p. o. 55 by 8.8, 1 l.		89.86
3036	Boston, Dedham .....	do .....	9.74	627.17	no apt.....		50.12
3037	Canton Junction (n. o.), Stoughton.	do .....	8.94	247.18	do .....		24
3038	Boston, South Braintree.	do .....	11.36	14,136.24	apt. 20.6 by 9.2, 2 l.		190.66
3039	South Braintree Junction (n. o.), Mass., Newport, R. I.	do .....	59.80	3,810.27	apt. 20.6 by 9.2, 2 l. between South Braintree Junction and Middleborough, 23.19 m.; no apt. residue.		41.49
3040	South Abington Station, Bridgewater.	do .....	7.43	54.22	no apt.....		9.65
3041	Middleborough, Provincetown.	do .....	86.38	8,821.25	apt. 20.6 by 9.2, 2 l. to Wellfleet, 72 m.; no apt. residue.		12
3042	Nantucket, Siasconset	Nantucket R. R. ....	11.49	190.15	no apt.....		13
3043	Attleborough, Middleborough.	Old Colony R. R. ....	22.06	145.24	do .....		16.22
3044	South Braintree, Fall River.	do .....	38.18	873.27	do .....		35.69
3045	Buzzard's Bay, Wood's Holl.	do .....	17.83	553.23	do .....		12
3046	South Braintree, Plymouth.	do .....	26.62	837.24	do .....		28.33
3047	Sterling Junction, Pratt's Junction.	do .....	4.83	324.25	do .....		18
3048	Yarmouth Junction (n. o.), Hyannis.	do .....	3.54	103.25	do .....		12
3049	South Framingham, Lowell.	do .....	28.30	2,288.28	apt. 12.7 by 6.7 (av.), 2 l.		12
3050	Fairhaven, Tremont Junction (n. o.).	do .....	15.26	881.24	no apt.....		12
3051	New Bedford, Fitchburg.	do .....	90.69	1,611.26	apt. 13 by 6.7 (av.), 2 l. Taunton and South Framingham, 32.22 m.; 1 l. residue, 37.51 m.		28.21
3052	East Thompson, Conn., Southbridge, Mass.	New York and New England R. R.	18.00	300.23	no apt.....		14.75
3053	Greenfield, Turner's Falls.	Fitchburg R. R. ....	5.05	301.17	do .....		30
3054	New Bedford, Fall River.	Old Colony R. R. ....	14.90	65.23	do .....		18
3055	Fitchburg, Mass., Belows Falls, Vt.	Cheshire R. R. ....	64.61	3,620.27	apt. 23.11 by 6.10, 1 l.		22.94
3056	South Vernon Junction (n. o.), Mass., Keene, N. H.	Connecticut River R. R.	23.93	728.24	apt. 8.10 by 7, 2 l.		12
3057	Worcester, Winchendon.	Fitchburg R. R. ....	36.90	1,189.22	apt. 13.1 by 7.9 (av.), 2 l.		14.17

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
213.39	50.00	241.11	50.00	10,792.25	2,109.60	10,608.84	2,200.00	July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
69.26		59.85		674.59		583.54		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. decrease.
45.32		42.75		178.56		171.00		July 1	Weighted 30 days from Feb. 19, 1889. 0.06 m. decrease.
268.47		218.03		3,049.81		2,476.82		July 1	Weighted 30 days from Feb. 19, 1889.
146.21		127.40		8,743.35		7,803.25		July 1	Weighted 30 days from Feb. 19, 1889. 1.45 m. decrease.
42.75		42.75		317.63		347.55		July 1	Weighted 30 days from Feb. 19, 1889. 0.70 m. decrease.
153.90		136.80		13,293.88		11,805.84		July 1	Weighted 30 days from Feb. 19, 1889. 0.08 m. increase.
42.75		42.75		491.19		492.48		July 1	Weighted 30 days from July 2, 1889. 0.03 m. decrease. Service rendered from June 1 to Sept. 30 each year.
42.75		42.75		943.06		940.50		July 1	Weighted 30 days from Feb. 19, 1889. 0.06 m. increase.
79.52		78.66		3,036.07		2,766.47		July 1	Weighted 30 days from Feb. 19, 1889. 3.01 m. increase.
65.84		64.13		1,173.92		1,143.43		July 1	Weighted 30 days from Feb. 19, 1889.
77.81		69.26		2,071.30		1,836.77		July 1	Weighted 30 days from Feb. 19, 1889. 0.1 m. increase.
51.30		53.87		247.77		260.19		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		151.33		151.33		July 1	Do.
131.67		121.41		3,726.26		3,574.31		July 1	Weighted 30 days from Feb. 19, 1889. 1.14 m. decrease.
55.58		50.45		848.15		786.51		July 1	Weighted 30 days from Feb. 19, 1889. 0.33 m. decrease.
111.15		99.18		10,080.19		9,287.21		July 1	Weighted 30 days from Feb. 19, 1889. 2.95 m. decrease.
49.59		47.03		892.62		846.54		July 1	Weighted 30 days from Feb. 19, 1889.
49.59		44.46		250.42		216.52		July 1	Weighted 30 days from Feb. 19, 1889. 0.18 m. increase.
42.75		42.75		636.97		634.83		July 1	Weighted 30 days from Feb. 19, 1889. 0.05 m. increase.
153.90		147.06		9,943.47		9,509.07		July 1	Weighted 30 days from Sept. 24, 1888. 0.01 m. increase.
73.53		70.11		1,759.57		1,677.73		July 1	Weighted 30 days from Sept. 24, 1888.
93.20		89.78		3,439.08		3,382.01		July 1	Weighted 30 days from Feb. 19, 1889. 0.77 m. decrease.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MASSACHUSETTS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
3058	Winchendon, Mass., Peterborough, N. H.	Cheshire R. R. ....	10.58	403 18	apt. 16 by 6.6, 11. ....	12	
3059	Milford, Bellingham...	New York and New England R. R. ....	4.74	112 24	no apt. ....	12	
3060	Milford, Ashland .....	.....do .....	12.00	114 18	.....do .....	14.10	
3061	Attleborough, North Attleborough.	Old Colony R. R. ....	4.02	500 12	.....do .....	36	
3062	Brattleboro, Vt., New London, Conn.	Central Vermont R. R.	121.50	2,323 25	r. p. o. 41.5 by 9, 11 l. to South Vernon Junction (n. o.), 10.33 m.; apt. 18 by 6.7 (av.), 3 l. to South Vernon junction, 10.33 m.; 1 l. residue, 111.17 m.	21.52	
3063	Lawrence, Mass., Manchester, N. H.	Manchester and Lawrence R. R. ....	27.04	1,219 25	apt. 10.2 by 7, 21. ....	19.72	
3064	Braintree Junction (n. o.), Kingston Station (n. o.).	Old Colony R. R. ....	32.20	549 20	no apt. ....	22.15	
3065	Atlantic, West Quincy .....	.....do .....	3.72	124 18	.....do .....	18	
3066	Spencer, South Spencer (n. o.).	Boston and Albany R. R. ....	2.18	310 18	.....do .....	18	
3067	Springfield, South Ver- non Junction (n. o.).	Connecticut River R. R.	51.98	11,750 26	r. p. o. 41.5 by 9, 11 l; apt. 22.3 by 6.6 (av.). 2 l.	41.02	
3068	Springfield, Athol, ....	Boston and Albany R. R. ....	47.93	209 22	apt. 10.11 by 6.4, 11 l. ....	6	
3069	Holyoke, Westfield ....	New York, New Haven and Hartford R. R.	10.54	185 27	no apt. ....	15	
3070	Ashburnham Junction (n. o.), Ashburnham.	Fitchburg R. R. ....	2.71	178 19	.....do .....	21	
3071	Van Dusen, State Line.	Housatonic R. R. ....	10.57	108 18	.....do .....	9.47	
3072	Boston, Waltham, ....	Fitchburg R. R. ....	10.71	316 16	.....do .....	37.09	
3073	Readville, Dedham ....	Old Colony R. R. ....	2.28	45 18	.....do .....	13.21	
3074	Boston, Cook Street Station (n. o.).	Boston and Albany R. R. ....	9.10	1,142 18	.....do .....	54.51	
3075	Bellingham, Franklin	New York and New England R. R. ....	5.95	136 21	.....do .....	14.82	
3076	North Abington, Han- over.	Old Colony R. R. ....	7.81	201 19	.....do .....	14.28	
3077	Vacant.						
3078	Boston, Winthrop ....	Boston, Revere Beach and Lynn R. R. ....	4.70	232 12	.....do .....	18	
3079	Winthrop Junction (n. o.), Revere.	.....do .....	1.80	141 19	.....do .....	18	
3080	Boston, Northampton	Boston and Maine R. R.	104.04	790 27	apt. 24.10 by 8.0, 11 l. ....	13.40	

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
56.42		42.75		935.60		708.79		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		202.63		210.75		July 1	Weighted 30 days from Feb. 19, 1889. 0.10 m. decrease.
42.75		42.75		513.00		506.58		July 1	Weighted 30 days from Feb. 19, 1889. 0.15 m. increase.
64.13		65.84		257.80		268.62		July 1	Weighted 30 days from Feb. 19, 1889. 0.00 m. decrease.
132.52	25.00	110.30	25.00	16,101.18	258.25	16,086.60	257.25	July 1	Weighted 30 days from Sept. 24, 1888. 0.11 m. increase. Pay also re-adjusted from Oct. 12, 1887.
94.06		85.50		2,543.11		2,314.48		July 1	Weighted 30 days from Sept. 24, 1888. 0.03 m. decrease.
65.84		58.14		2,120.04		1,872.10		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		150.03		156.89		July 1	Weighted 30 days from Feb. 19, 1889. 0.05 m. increase.
50.45		43.61		100.98		95.00		July 1	Weighted 30 days from Feb. 19, 1889.
342.82	25.00	186.39	25.00	12,621.78	1,209.50	12,597.50	1,207.00	July 1	Weighted 30 days from Sept. 24, 1888. 0.10 m. increase. Pay also readjusted from Oct. 12, 1887.
42.75		57.29		2,049.00		2,743.61		July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. increase.
42.75		42.75		450.59		450.59		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		115.85		112.00		July 1	Weighted 30 days from Feb. 19, 1889. 0.09 m. increase.
42.75		42.75		451.80		475.28		July 1	Weighted 30 days from Feb. 19, 1889. 0.55 m. decrease.
50.45		42.75		540.31		472.78		July 1	Weighted 30 days from Feb. 19, 1889. 0.24 m. decrease.
42.75		59.85		97.47		132.86		July 1	Weighted 30 days from Feb. 19, 1889. 0.06 m. increase.
91.51		74.30		832.55		679.92		July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. decrease.
42.75		42.75		254.36		229.56		July 1	Weighted 30 days from Feb. 19, 1889. 0.58 m. increase.
42.75		42.75		333.87		353.97		July 1	Weighted 30 days from Feb. 19, 1889. 0.47 m. decrease.
44.46		42.75		208.96		213.75		July 1	Weighted 30 days from Feb. 19, 1889. 0.3 m. decrease.
42.75		42.75		76.95		76.95		July 1	Weighted 30 days from Feb. 19, 1889. Estab-lished Aug. 23, 1888.
76.10		76.10		7,917.44		7,917.44		July 1	Weighted 30 days from Feb. 19, 1889. Estab-lished Jan. 11, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	RHODE ISLAND.		Miles.	Pounds.		Feet and inches.	
4001	Providence, R. I., Worcester, Mass.	Providence and Worcester R. R.	43.93	3,019 25		apt. 16.4 by 6.8, 2 1.....	45.46
4002	Providence, R. I., Groton, Conn.	New York, Providence and Boston R. R.	61.91	15,608 31		r. p. o. 55 by 8.8, 1 1.; apt. 16 by 6.11 (av.), 2 1.....	53.04
4003	Providence, R. I., Willimantic, Conn.	New York and New England R. R.	58.56	972 24		apt. 20.4 by 8 4, 1 1.....	19.27
4004	Providence, Bristol ...	Providence, Warren and Bristol R. R.	15.42	1,180 22		no apt.....	31.33
4005	Warren, R. I., Fall River, Mass.	Fall River, Warren, and Providence R. R.	9.14	901 20		do.....	21
4006	Providence, Pascoag...	Providence and Springfield R. R.	23.24	851 19		apt. 6.9 by 6.5, 2 1.....	12
4007	Kingston Depot (n. o.), Narragansett Pier.	Narragansett Pier R. R.	8.50	453 20		no apt.....	12
4008	Amherst Station (n. o.), Hope.	New York, Providence and Boston R. R.	10.65	299 18		do.....	23.38
4009	Wood River Junction (n. o.), Hope Valley.	Wood River Branch R. R.	5.71	168 29		do.....	18
4010	Amherst Station (n. o.), Warwick.	New York, Providence and Boston R. R.	7.58	41 17		do.....	12
	CONNECTICUT.						
5001	Norwich, Conn., Worcester, Mass.	New York and New England R. R.	59.68	1,134 23		apt. 12.2 by 7, 1 1.....	26.50
5002	New Britain, Berlin Junction (n. o.).	New York, New Haven and Hartford R. R.	3.00	325 18		no apt.....	27
5003	Middletown, Berlin Depot (n. o.).	do.....	11.26	290 21		do.....	24
5004	New Haven, New London.	do.....	51.71	16,418 31		r. p. o. 55 by 8.8, 1 1.; apt. 13.11 by 6.3, 2 1.....	44.10
5005	New York, N. Y., Springfield, Mass.	do.....	135.73	89,498 31		r. p. o. 60 by 8.11, 1 1.; 55 by 8.8, 2 1., 55 by 3.7, 1 1. (50 ft. authorized); 55 by 8.8, 1 1. to New Haven 73.23 m.	94.04
5006	Waterbury, Water-town.	do.....	6.15	211 17		no apt.....	12
5007	Boston, Mass., Hope-well Junction, N. Y.	New York and New England R. R.	214.04	6,952 26		apt. 21.8 by 0.3, 18.2 by 8.11, 2 1. between Boston and Hartford, 117.3 m., and 1 1. residue 97.64 m.	26.79
5008	Vernon, Melrose.....	do.....	13.15	163 20		no apt.....	12.73
5009	New Canaan Station (n. o.), Stamford Station (n. o.).	New York, New Haven and Hartford R. R.	7.65	336 23		do.....	24
5010	New Haven, Conn., Williamsburgh, Mass.	do.....	85.31	2,068 28		apt. 12.5 by 6.7, 2 1.....	20.45
5011	Bridgeport, Winsted.	do.....	62.24	2,432 23		apt. 15.1 by 6.10, 2 1.....	22.57
5012	Bridgeport, Conn., Pittsfield, Mass.	Housatonic R. R.....	111.13	2,413 26		apt. 14.7 by 6.3, 1.....	20.27



States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
141.93		114.57		6,234.98		5,031.91		July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
283.80	50.00	253.08	50.00	17,573.77	3,095.50	15,610.34	3,000.00	July 1	Weighed 30 days from Feb. 19, 1889. 0.11 m. increase.
83.79		79.52		4,906.74		4,660.66		July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. decrease.
93.20		69.26		1,437.14		1,063.14		July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. increase.
81.23		48.74		742.44		445.48		July 1	Weighed 30 days from Feb. 19, 1889.
78.06		70.11		1,828.05		1,024.44		July 1	Do.
60.71		49.59		516.03		421.51		July 1	Weighed 60 days from May 8, 1889.
49.50		46.17		528.13		400.32		July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
42.75		42.75		244.10		254.50		July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. decrease.
42.75		42.75		324.04		329.17		July 1	Weighed 30 days from Feb. 19, 1889. 0.12 m. decrease.
90.63		98.33		5,408.79		5,868.33		July 1	Weighed 30 days from Feb. 19, 1889.
51.30		42.75		153.90		128.25		July 1	Do.
48.74		45.32		548.81		498.06		July 1	Weighed 30 days from Feb. 19, 1889. 0.27 m. increase.
292.41	50.00	257.36	50.00	15,120.52	2,585.50	13,320.10	2,580.00	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
1,073.88	240.00	807.98	240.00	145,757.73	29,450.20	146,047.68	29,508.50	July 1	Weighed 30 days from Oct. 1, 1888. 0.27 m. decrease. 62.50 m. r. p. o. cars at \$100 per m.; formerly 62.63 m. Pay from June 3, 1888.
42.75		44.61		262.91		273.43		July 1	Weighed 30 days from Feb. 19, 1889. 0.27 m. decrease.
191.52		171.00		41,165.30		36,754.74		July 1	Weighed 30 days from Feb. 19, 1889.
42.75		42.75		562.16		562.16		July 1	Do.
62.16		44.46		399.62		366.79		July 1	Weighed 30 days from Feb. 19, 1889. 0.69 m. decrease.
129.11		107.73		11,014.37		9,213.06		July 1	Weighed 30 days from Feb. 19, 1889. 0.21 m. decrease.
134.24		121.41		8,355.00		7,562.62		July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. decrease.
133.38		112.01		14,822.51		12,362.70		July 1	Weighed 30 days from Feb. 19, 1889. 0.58 m. decrease.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Length of route.	Average weight of mail-carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	CONNECTICUT—cont'd.		Miles.	Pounds.		Feet and inches.	
5013	South Norwalk, Danbury.	Housatonic R. R. ....	22.43	1,443	21	apt. 10.9 by 6.10 (av.), 2 l.	43.09
5014	New Haven, Willimantic.	New York, New Haven and Hartford R. R.	54.65	4,822	29	apt. 10.8 by 6.10, 1 l.	23.44
5015	Hartford, Saybrook Point.	.....do .....	46.12	1,778	20	apt. 10.9 by 6.10 (av.), 2 l. to Saybrook, 44.31 m.	19.25
5016	Hartford, Conn., Springfield, Mass.	New York and New England R. R.	32.20	796	22	apt. 11 by 6, 2 l.	12
5017	New Haven, Ansonia.	New Haven and Derby R. R.	13.45	660	2	no apt.	31
5018	Hartford, Conn., Rhinecliff, N. Y.	Hartford and Connecticut Western R. R.	110.36	913	20	apt. 13 by 6.6, 2 l. to Stateline (n. o.), 67.75 m.; and 10.6 by 6.1 l.; residue, 42.61 m.	11.02
5019	Litchfield, Hawleyville.	Shepaug, Litchfield and Northern R. R.	32.86	424	19	apt. 6.6 by 6.4, 1 l.	7.75
5020	Turnerville, Colchester.	New York, New Haven and Hartford R. R.	4.09	184	21	no apt.	24
5021	Farmington station (n. o.), New Hartford.	.....do .....	14.29	1,059	21	apt. 10 by 6.6, 2 l.	17.60
5022	Danbury, Brookfield Junction (n. o.).	Housatonic R. R. ....	5.80	263	24	no apt.	27
5023	Branchville, Ridgefield.	.....do .....	4.32	168	15	.....do .....	24
5024	Bethel, Hawleyville.	.....do .....	6.07	18	23	.....do .....	6
5025	Windsor Locks, Suffield.	New York, New Haven and Hartford R. R.	4.78	224	30	.....do .....	24
	NEW YORK.						
6001	New York, Dunkirk ..	New York, Lake Erie and Western R. R.	459.92	16,149	30	r. p. o. 50 by 9, 2 l. to Hornellsville, 332.31 m.; 1 l. residue, 127.61 m.; apt. 18.4 by 8.7 (av.), 2 l. to Port Jervis, 88.40 m.; 2 l. bet. Waverly and Elmira, 17.0 m.; 1 l. thence to Corning, 17.35 m.; no apt. residue.	32.94
6002	Tallman, Sparkill .....	.....do .....	12.87	176	24	apt. 8 by 6.8, 1 l. between Spring Valley and Naunet, 2.55 m.	13.18
6003	Buffalo, Suspension Bridge.	.....do .....	27.12	1,885	28	no apt.	30.50
6004	Newburgh, Greycourt.	.....do .....	19.00	1,171	30	.....do .....	26.44
6005	Rochester, Corning .....	.....do .....	95.26	3,120	28	apt. 20 by 9, 1 l.	23.19
6006	Danville, Attica .....	.....do .....	65.21	1,208	26	apt. 15 by 9.11, 1 l.	12

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
104.31	.....	103.40	.....	2,339.67	.....	2,441.65	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.17 m. decrease.
168.44	.....	148.77	.....	9,205.24	.....	8,131.76	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. decrease.
117.99	.....	129.11	.....	5,441.69	.....	5,950.67	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. increase.
76.10	.....	64.13	.....	2,450.42	.....	2,090.63	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.4 m. decrease.
70.97	.....	66.69	.....	954.54	.....	884.97	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.18 m. increase.
81.23	.....	89.78	.....	8,961.54	.....	9,943.13	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.39 m. decrease.
58.14	.....	49.59	.....	1,910.48	.....	1,635.47	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.12 m. decrease.
42.75	.....	42.75	.....	174.84	.....	179.55	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.11 m. decrease.
87.21	.....	56.43	.....	1,246.23	.....	810.89	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.08 m. decrease.
47.03	.....	42.75	.....	272.77	.....	269.32	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.5 m. decrease.
42.75	.....	42.75	.....	184.68	.....	186.39	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. decrease.
42.75	.....	42.75	.....	259.49	.....	291.11	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. decrease.
44.46	.....	42.75	.....	212.51	.....	209.04	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.12 m. decrease.
289.85	80.00	248.81	80.00	133,307.81	31,689.20	114,310.63	31,628.40	July 1	Weighted 60 days from Jan. 15, 1889. 0.37 m. increase. 127.61 m. \$40 perm. for r. p. o. cars; formerly 128.39 m.
42.75	.....	42.75	.....	550.19	.....	560.45	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.24 m. decrease.
123.12	.....	107.73	.....	3,339.01	.....	2,767.58	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.43 m. increase.
92.34	.....	72.68	.....	1,754.46	.....	1,387.40	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.09 m. decrease.
143.64	.....	116.28	.....	13,683.14	.....	11,043.11	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.29 m. increase.
94.05	.....	83.07	.....	6,133.00	.....	5,740.40	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

(Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		Miles.	Pounds.		Feet and inches.	
6007	Dresden, Penn Yan	Fall Brook Coal Co.	6.55	77 12		no apt.	12
6008	Buffalo, Hornellsville	New York, Lake Erie and Western R. R.	92.94	8,131 28		apt. 15.4 by 9.2, 2 1. to Attica, 81.25 m.; 1 l. residue, 61.69 m.	35.69
6009	Goshen, Montgomery	do	10.49	605 20		apt. 18.2 by 8.10, 1 l.	12
6010	Goshen, Pine Island	do	11.89	100 18		no apt.	12
6011	New York, Buffalo	New York Central and Hudson River R. R.	439.52	146,417 28		r. p. o. 60 by 9, 7 1.; 50 by 9, 1 l.; 50 by 9, 1 l. to Syracuse, 290.72 m.	81.30
6012	Troy, Schenectady	do	21.35	980 29		no apt.	21
6013	Syracuse, Rochester	do	104.09	6,656 25		r. p. o. 60 by 9, 1 l. (50 feet authorized); apt. 20.6 by 8.10, 1 l.	22.41
6014	Canandaigua, Tonawanda	do	87.34	337 23		apt. 5.10 by 6 (av.), 1 l.	6
6015	Tonawanda, Lockport Junction (u. o.).	do	12.01	1,074 27		no apt.	24
6016	Buffalo, Lewiston	do	20.73	12,047 28		apt. 14.5 by 6.5 (av.), 1 l. to Tonawanda, 10.42 m.; 1 l. Niagara Falls to Suspension Bridge, 1.81 m.; no apt. residue.	84.49
6017	New York (155th st.), Brewster.	New York and Northern Rwy.	54.72	474 25		apt. 8.4 by 6.10, 2 1.	12
6018	Rochester, Niagara Falls.	New York Central and Hudson River R. R.	77.52	4,060 28		apt. 20.3 by 8.10 (av.), 2 1. to Suspension Bridge, 75.60 m.; no apt. residue.	22.50
6019	Dunkirk, N. Y., Titusville, Pa.	Dunkirk, Allegheny Valley and Pittsburgh R. R.	90.27	945 25		apt. 14.6 by 6.9, 1 l.	11.30
6020	Albany Junction (n. o.), Troy.	Delaware and Hudson Canal Co.	5.86	4,422 22		no apt.	23
6021	Vacant						
6022	New York, Chatham	New York Central and Hudson River R. R.	127.06	1,741 29		apt. 20.3 by 8.5 (av.), 2 1.	17.65
6023	Golden's Bridge, Mahopac.	do	7.28	58 25		no apt.	15
6024	Eagle Bridge, N. Y., Rutland, Vt.	Delaware and Hudson Canal Co.	62.90	1,048 25		apt. 18.6 by 6 11 (av.), 1 l. to Castleton Junction, 52.25 m.; 2 1. residue, 10.65 m.	14.69
6025	Schenectady, Ballston	do	15.24	251 30		no apt.	18
6026	Albany, Mooers	do	188.66	6,907 28		apt. 23 by 7.11, 1 l. to West Chazy, 177.02 m.; no apt. residue.	21.61
6027	Cobleskill, Cherry Valley.	do	22.86	245 22		no apt.	12

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for p. o. cars.	Date of adjustment of re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
42.75		42.75		280.01		268.47		July 1	Weighted 30 days from Feb. 10, 1889. 0.27 m. increase.
204.35		178.70		18,992.28		16,502.94		July 1	Weighted 60 days from Jan. 15, 1889. 0.59 m. increase.
68.40		65.84		717.51		701.19		July 1	Weighted 30 days from Feb. 19, 1889. 0.16 m. decrease.
42.75		42.75		508.29		516.84		July 1	Weighted 30 days from Feb. 10, 1889. 0.20 m. decrease.
1,681.79	390.00	1,185.03	390.00	739,180.34	183,041.60	743,351.18	184,040.00	July 1	Weighted 60 days from Jan. 17, 1889. 2.48 m. decrease. 290.72 m. r. p. o. cars at \$40 per m. Pay also re-adjusted from Sept. 30, 1888.
84.65		74.39		1,807.27		1,645.50		July 1	Weighted 30 days from Feb. 19, 1889. 0.77 m. decrease.
188.10	40.00	161.60	40.00	19,579.32	4,163.60	16,806.40	4,160.00	July 1	Weighted 30 days from Feb. 19, 1889. 0.09 m. increase.
52.16		45.32		4,555.65		3,925.61		July 1	Weighted 30 days from Feb. 19, 1889. 0.72 m. increase.
88.07		84.65		1,057.72		1,046.27		July 1	Weighted 30 days from Feb. 19, 1889. 0.35 m. decrease.
246.24		212.90		7,320.71		6,276.29		July 1	Weighted 30 days from Feb. 19, 1889. 0.25 m. increase.
61.58		55.58		3,268.56		3,035.77		July 1	Weighted 30 days from Feb. 19, 1889. 0.1 m. increase.
165.87		153.90		12,858.24		11,747.18		July 1	Weighted 30 days from Feb. 19, 1889. 1.18 m. increase.
82.94		68.40		7,486.90		6,243.55		July 1	Weighted 30 days from Feb. 19, 1889. 1.01 m. decrease.
162.45		92.34		951.95		536.49		July 1	Weighted 30 days from Feb. 10, 1889. 0.05 m. increase.
117.14		105.17		14,883.80		13,775.16		July 1	Weighted 30 days from Feb. 19, 1889. 3.92 m. decrease.
42.75		42.75		311.22		320.62		July 1	Weighted 30 days from Feb. 19, 1889. 0.22 m. decrease.
87.21		80.37		5,485.50		5,053.68		July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. increase.
46.17		42.75		703.61		649.80		July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. increase.
190.67		169.29		35,971.80		31,953.48		July 1	Weighted 60 days from May 8, 1889. 0.09 m. decrease.
45.32		43.61		1,036.01		996.92		July 1	Weighted 30 days from Feb. 19, 1889.

## II.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
6028	Albany, Binghamton.	Delaware and Hudson Canal Co.	143.22	2,936 26		apt. 20 by 9, 1 l.	28.34
6029	Plattsburgh, Au Sable Forks.	do	23.51	184 25		no apt.	6
6030	Quakerstreet, Schenectady.	do	15.40	92 15		do	12
6031	Ninevah Junction (n. o.), Jefferson Junction (n. o.).	do	22.01	436 31		apt. 10 by 6.8, 1 l.	7.17
6032	Fort Edward, Lake George.	do	15.51	641 25		no apt.	25.52
6033	West Chazy, Rouse's Point.	do	14.88	4,692 28		apt. 23 by 7.11 (av.), 1 l.	13
6034	Oswego, Richland.	Rome, Watertown and Ogdensburgh R. R.	29.02	1,375 26		apt. 15.8 by 6.8 (av.), 1 l. over entire route and 1 l. between Pulaski and Richmond, 4.51 m.	21.93
6035	Watertown, Cape Vincent.	do	25.77	393 25		no apt.	15
6036	Rome, Ogdensburgh.	do	142.27	3,507 24		apt. 22.6 by 6.8 (av.), 1 l. to DeKalb Junction, 122.8 m.	19.49
6037	Syracuse, Pulaski.	do	38.61	918 26		apt. 8.6 by 6.6, 1 l.	12
6038	Oswego, Suspension Bridge.	do	151.12	1,573 25		apt. 17 by 6.11 (av.), 2 l.	12
6039	Watertown, Sackett's Harbor.	do	12.46	203 18		no apt.	12
6040	Chenango Forks, Norwich.	Delaware, Lackawanna and Western R. R.	30.38	1,375 30		apt. 16.2 by 6.10, 1 l.	19
6041	Utica, Norwich.	do	54.95	1,814 30		apt. 16.2 by 6.10, 1 l.	33.50
6042	Owego, Ithaca.	do	35.63	941 25		apt. 7.8 by 6.9, 1 l.	6
6043	Richfield Junction (n. o.), Richfield Springs.	do	22.04	582 30		no apt.	15
6044	Mineola, Locust Valley.	Long Island R. R.	11.44	288 24		do	12
6045	Long Island City, Greenport.	do	94.71	2,102 28		apt. 16.10 by 7.7 (av.), 4 l. to Hicksville, 25.19 m.; 2 l. residue, 69.52 m.	25.30
6046	Hicksville, Echo.	do	32.46	1,102 25		apt. 14.10 by 8.8, 2 l.	12
6047	Conesus Lake Junction (n. o.), Lakeville.	Conesus Lake R. R.	1.48	40 21		no apt.	12
6048	Oswego, Cornwall Station (n. o.).	New York, Ontario and Western Rwy.	274.42	1,293 28		apt. 17 by 7, 2 l. to Oneida, 57.98 m.; 1 l. residue, 16.44 m.	16.44
6049	Wellsville, N. Y., Eldred, Pa.	Bradford, Eldred and Cuba R. R.	33.15	440 18		apt. 9.7 by 6.11, 1 l.	12
6050	Walton, Delhi.	New York, Ontario and Western Rwy.	17.95	337		no apt.	19
6051	Clinton, Rome.	do	13.67	134		do	12

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
141.08	129.11	129.11	20,205.47	1,005.05	1,005.48	July 1	18,491.13	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	42.75	42.75	1,005.05	1,005.48	July 1	1,005.48	July 1	1889.	Weighed 60 days from May 8, 1889. 0.01 m. decrease.
42.75	42.75	42.75	658.35	660.91	July 1	660.91	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.06 m. decrease.
59.00	46.17	46.17	1,208.59	1,001.88	July 1	1,001.88	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.31 m. increase.
70.11	67.55	67.55	1,087.40	1,077.43	July 1	1,077.43	July 1	1889.	Weighed 60 days from May 8, 1889. 0.44 m. decrease.
165.87	151.34	151.34	2,468.14	2,236.80	July 1	2,236.80	July 1	1889.	Weighed 60 days from May 8, 1889. 0.10 m. increase.
100.89	87.21	87.21	2,927.82	2,530.83	July 1	2,530.83	July 1	1889.	Weighed 30 days from Dec. 18, 1888.
56.43	53.87	53.87	1,454.20	1,388.22	July 1	1,388.22	July 1	1889.	Do.
149.63	131.67	131.67	21,287.86	18,732.69	July 1	18,732.69	July 1	1889.	Do.
81.23	72.68	72.68	3,126.29	2,806.17	July 1	2,806.17	July 1	1889.	Do.
109.44	94.05	94.05	16,538.57	14,213.77	July 1	14,213.77	July 1	1889.	Weighed 30 days from Dec. 18, 1888. 0.01 m. decrease.
42.75	42.75	42.75	532.66	535.23	July 1	535.23	July 1	1889.	Weighed 30 days from Dec. 18, 1888. 0.06 m. decrease.
100.89	86.30	86.30	3,065.03	2,617.57	July 1	2,617.57	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.07 m. increase.
121.41	95.76	95.76	6,562.21	5,170.08	July 1	5,170.08	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.06 m. increase.
82.94	68.40	68.40	2,955.15	2,401.52	July 1	2,401.52	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.52 m. increase.
67.55	64.13	64.13	1,486.77	1,414.70	July 1	1,414.70	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.05 m. decrease.
48.74	45.32	45.32	557.58	524.35	July 1	524.35	July 1	1889.	Weighed 60 days from May 8, 1889. 0.13 m. decrease.
129.11	110.30	110.30	12,224.00	10,503.86	July 1	10,503.86	July 1	1889.	Weighed 60 days from May 8, 1889. 0.52 m. decrease.
89.78	72.68	72.68	2,914.25	2,376.63	July 1	2,376.63	July 1	1889.	Weighed 60 days from May 8, 1889. 0.24 m. decrease.
42.75	42.75	42.75	63.27	81.23	July 1	81.23	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.42 m. decrease.
97.47	71.82	71.82	26,747.71	19,693.04	July 1	19,693.04	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.22 m. increase.
59.85	53.01	53.01	1,984.02	1,758.87	July 1	1,758.87	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease.
53.16	45.32	45.32	936.27	783.58	July 1	783.58	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.66 m. increase.
42.75	42.75	42.75	584.39	563.87	July 1	563.87	July 1	1889.	Weighed 30 days from Feb. 19, 1889. 0.48 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
6052	Moirs, Brandon .....	Northern Adirondack R. R.	34.87	115		no apt .....	9.19
6053	Rouse's Point, Ogdensburg.	Central Vermont R. R.	119.19	1,460		apt. 20 by 6, 11 .....	15
6054	Chatham, N. Y., Bennington, Vt.	Lebanon Springs R. R.	57.62	476	23	apt. 14 by 7, 11 .....	12
6055	Schoharie, Middleburgh.	Middleburgh and Schoharie R. R.	6.50	237	26	no apt .....	18
6056	Schoharie Junction (n. o.), Schoharie.	Schoharie Valley R. R.	4.95	404	20	.....do .....	18
6057	Utica, Randolphville ..	New York, Ontario and Western Rwy.	31.40	899	28	apt. 17.7 by 7.2 (av.), 2 l. to Bouckville, 23.84 m.; 1 l. residue.	10.55
6058	Buffalo, N. Y., Emporium, Pa.	Western New York and Pennsylvania R. R.	121.35	1,680	25	apt. 19.6 by 9.11, 2 l. bet. Hinsdale and Olean, 6.96 m.; 1 l. residue.	14.06
6059	Pay not adjusted.						
6060	Hart Lot, Skaneateles.	Skaneateles R. R. ....	5.18	228	20	no apt .....	18
6061	Buffalo, N. Y., Corry, Pa.	Western New York and Pennsylvania R. R.	93.62	1,558	24	apt. 18.9 by 8.8 (av.) 11.	19
6062	New York (foot Whitehall st.), Mariner's Harbor.	Staten Island Rapid Transit R. R.	9.80	1,678	20	apt. 6 by 7, 4 l. to St. George (n. o.), 5 m. no apt. residue	30
6063	Canandaigua, Elmira ..	Northern Central Rwy	69.90	3,623	27	apt. 15 by 9.6, 1 l. ....	19
6064	Syracuse, Oswego .....	Delaware, Lackawanna and Western R. R.	35.62	3,984	30	apt. 20.10 by 9.5, 2 l. ....	31
6065	Syracuse, Binghamton ..	..... do .....	80.79	3,083	30	apt. 18.6 by 8.1 (av.), 1 l. to Chenango Forks, 68.91 m.; 3 l. residue.	25.38
6066	Rouse's Point, Canada Line (n. o.).	Champlain and St. Lawrence R. R.	1.60	3,202		no apt .....	13
6067	Vacant .....	.....	.....	.....	.....	.....	.....
6068	St. George (n. o.), Tottenville.	Staten Island Rapid Transit R. R.	15.45	407	20	no apt .....	30
6069	Hudson, Chatham .....	Boston and Albany R. R.	17.53	173	23	.....do .....	18
6070	Silver Springs, Perry ..	Silver Lake Rwy. ....	7.30	283	21	.....do .....	12
6071	Syracuse, Earlville .....	Syracuse, Ontario and New York Rwy.	44.52	380	25	apt. 9 by 6.8, 1 l. ....	11.63
6072	Lyons, N. Y., Sayre, Pa.	Lehigh Valley R. R. ....	92.16	1,118	26	apt. 15.9 by 8.8, 1 l. ....	8.48
6073	Rondout, Hobart .....	Ulster and Delaware R. R.	78.35	1,380		apt. 20 by 8.6, 2 l. to Stamford, 74.12 m.	12
6074	Vail's Gate Junction (n. o.), Newburgh Junction (n. o.).	New York, Lake Erie and Western R. R.	12.60	3,256	30	no apt .....	21.19
6075	Elmira, Cortland .....	Elmira, Cortland and Northern R. R.	71.01	953	26	apt. 16 by 9, 1 l. ....	10.12



States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; l., line or lines; m., miles.)

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
42.75	.....	42.75	.....	1,490.69	.....	1,488.12	.....	July 1	Weighed 60 days from May 8, 1889. 0.06 m. increase. Pay also adjusted on 22.38 m., extension from St. Regis Falls to Brandon, from April 23, 1888.
105.17	.....	101.75	.....	12,535.21	.....	12,124.58	.....	July 1	Weighed 60 days from May 8, 1889. 0.03 m. increase.
02.42	.....	53.01	.....	3,596.04	.....	3,053.37	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
45.32	.....	42.75	.....	294.58	.....	254.36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.55 m. increase.
57.29	.....	55.58	.....	283.58	.....	250.11	.....	July 1	Weighed 30 days from Feb. 19, 1889.
80.37	.....	70.97	.....	2,523.61	.....	2,221.36	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
114.57	.....	106.02	.....	13,903.06	.....	12,867.64	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
44.46	.....	47.03	.....	230.30	.....	243.61	.....	July 1	Weighed 30 days from Feb. 19, 1889.
108.50	.....	98.33	.....	10,166.19	.....	9,254.81	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.5 m. decrease.
113.72	.....	102.60	.....	1,114.45	.....	1,003.42	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. increase.
151.34	.....	133.38	.....	10,592.28	.....	9,335.26	.....	July 1	Weighed 30 days from Feb. 19, 1889.
156.47	.....	134.24	.....	5,573.46	.....	4,781.62	.....	July 1	Do.
143.64	.....	123.12	.....	11,604.67	.....	9,886.53	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.49 m. increase.
145.35	.....	138.51	.....	232.56	.....	236.85	.....	July 1	Weighed 60 days from May 8, 1889. 0.11 m. decrease.
57.29	.....	50.45	.....	885.13	.....	770.87	.....	July 1	Covered by route No. 3021.
42.75	.....	42.75	.....	740.40	.....	767.79	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.17 m. increase.
47.88	.....	42.75	.....	349.52	.....	312.50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.43 m. decrease.
55.58	.....	53.61	.....	2,474.42	.....	2,348.34	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
89.78	.....	78.60	.....	8,274.12	.....	7,282.34	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.22 m. increase.
101.75	.....	94.05	.....	7,972.11	.....	7,309.75	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.42 m. decrease.
145.35	.....	45.32	.....	1,831.41	.....	571.03	.....	July 1	Weighed 60 days from May 8, 1889. 0.01 m. decrease.
82.94	.....	82.68	.....	5,889.60	.....	5,820.29	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. increase.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		Miles.	Pounds.		Feet and inches.	
6076	Freeville, Auburn . . .	Ithaca, Auburn and Western Rwy.	40.00	229 20		apt. 7.2 by 6.6, 11 . . . .	6
6077	Saratoga Springs, Schuylersville.	Boston, Hoosac Tunnel and Western Rwy.	12.97	213 24		no apt. . . . .	12
6078	Port Jervis, Monticello	Port Jervis, Monticello and New York R. R.	24.56	227 25		.....do . . . . .	6
6079	Poughkeepsie, Boston Corner.	New York and Massachusetts Rwy.	37.11	253 20		apt. 9 by 6.11, 11 . . . . .	7.14
6080	Canastota, Cortland . .	Elmira, Cortland and Northern R. R.	49.27	1,052 26		apt. 16 by 9, 11 . . . . .	8.96
6081	Fonda, Northville . . .	Fonda, Johnstown and Gloversville R. R.	26.82	844 20		apt. 11.1 by 7.2 (av.), 21 . . . . .	16.49
6082	Johnsonville, Greenwich.	Greenwich and Johnsonville Rwy.	15.19	286 30		no apt. . . . .	18
6083	Montgomery, Kingston.	Wallkill Valley R. R.	34.20	588 26		apt. 18.2 by 8.10, 11 . . . . .	10.05
6084	Sayer, Pa., North Fair Haven, N. Y.	Lehigh Valley R. R.	118.12	1,449 25		apt. 12.10 by 6.8 (av.), 21.1 to Auburn, 86.42 m.; 11. residue.	16.24
6085	Dutchess Junction, Millerton.	Newburgh, Dutchess and Connecticut R. R.	58.17	670 25		apt. 12 by 6.6, 11 . . . . .	8.27
6086	Cooperstown, Cooperstown Junction (n. o.)	Cooperstown and Charlotte Valley R. R.	16.53	485 . .		no apt. . . . .	12
6087	Utica, Watertown . . .	Rome, Watertown and Ogdensburg R. R.	91.72	3,316 24		apt. 20.7 by 7.2, 21.1 to Carthage, 74.10 m.; 11. residue, 17.62 m.	18
6088	Carthage, Ogdensburg.	.....do . . . . .	60.81	1,833 25		apt. 20.7 by 7.2, 11 . . . . .	12
6089	Cayuga, Ithaca . . . . .	Lehigh Valley R. R.	38.96	451 25		apt. 10.4 by 7, 11 . . . . .	9.03
6090	Sodna Point, Stanley . .	Northern Central Rwy.	33.89	210 25		apt. 8 by 6, 11 . . . . .	8.03
6091	Buffalo, Jamestown . . .	New York, Lake Erie and Western R. R.	69.21	1,239 28		apt. 16 by 9, 11 . . . . .	13.6
6092	Middletown, Pine Bush.	New York, Lake Erie and Western R. R.	13.73	153 15		no apt. . . . .	12
6093	Long Island City, Sag Harbor.	Long Island R. R.	98.93	1,868 . .		apt. 15.8 by 7.1 (av.), 31.1 to Babylon, 36.49 m.; 21. residue, 62.44 m.	19.80
6094	Long Island City, Whitestone.	.....do . . . . .	11.36	840 . .		apt. 14.8 by 6.8, 31.1 to Whitestone Junction, 8.93 m.	39.81
6095	Saratoga Springs, North Creek.	Adirondack Rwy . . . . .	58.55	703 . .		apt. 12 by 6.6, 11 . . . . .	8.27
6096	Bath, Hammondsport	Bath and Hammondsport R. R.	9.60	288 18		no apt. . . . .	18
6097	Silver Lake Junction, (n. o.), Silver Springs.	Buffalo, Rochester, and Pittsburgh Rwy.	1.12	330 15		.....do . . . . .	12
6098	Whitehall, N. Y., Castleton, Vt.	Delaware and Hudson Canal Co.	14.38	2,027 30		apt. 23 by 7.11 (av.), 11 . . . . .	12
6099	Crown Point, Hammondsville.	Crown Point Iron Company's R. R.	11.95	67 12		no apt. . . . .	12

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
44.46		42.75		1,778.40		1,686.91		July 1	Weighed 30 days from Feb. 19, 1889. 0.54 m. increase.
43.61		42.75		566.62		556.60		July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. decrease.
44.46		42.75		1,091.03		1,055.92		July 1	Weighed 30 days from Feb. 19, 1889. 0.14 m. decrease.
46.17		42.75		1,713.36		1,629.20		July 1	Weighed 30 days from Feb. 19, 1889. 1 m. decrease.
87.21		82.08		4,296.83		4,044.08		July 1	Weighed 30 days from Feb. 19, 1889.
78.66		76.16		2,109.66		2,056.98		July 1	Weighed 30 days from Feb. 19, 1889. 0.21 m. decrease.
48.74		42.75		740.36		655.78		July 1	Weighed 30 days from Feb. 19, 1889. 0.15 m. decrease.
67.55		59.09		2,310.21		2,013.08		July 1	Weighed 30 days from Feb. 19, 1889. 0.08 m. increase.
104.31		74.39		12,321.09		8,780.20		July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
70.97		60.71		4,128.32		3,520.57		July 1	Weighed 30 days from Feb. 19, 1889. 0.18 m. increase.
62.42		56.43		1,031.80		931.09		July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
146.21		141.93		13,410.38		13,024.91		July 1	Weighed 30 days from Dec. 18, 1888. 0.05 m. decrease.
123.12		104.31		7,486.92		6,338.91		July 1	Weighed 30 days from Dec. 18, 1888. 0.04 m. increase.
59.85		57.29		2,331.75		2,232.59		July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
42.75		42.75		1,448.79		1,432.12		July 1	Weighed 30 days from Feb. 19, 1889. 0.39 m. increase.
94.91		74.39		* 6,568.72		5,150.76		July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. decrease.
42.75		42.75		586.95		587.38		July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
122.27		90.63		12,006.17		9,076.59		July 1	Weighed 60 days from May 8, 1889. 1.23 m. decrease.
78.66		66.69		893.57		757.59		July 1	Weighed 60 days from May 8, 1889.
72.68		76.95		4,255.41		4,518.50		July 1	Weighed 60 days from May 8, 1889. 0.17 m. decrease.
48.74		47.63		467.90		442.68		July 1	Weighed 30 days from Feb. 19, 1889. 0.20 m. decrease.
51.30		47.68		57.45		54.58		July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.
128.25		82.08		1,844.23		1,177.84		July 1	Weighed 30 days from Feb. 19, 1889. 0.03 m. increase.
42.75		42.75		510.86		510.86		July 1	Weighed 30 days from Feb. 19, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.			Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Average weight of mails carried over entire route per day.	Miles per hour.		
	NEW YORK—cont'd.						
6100	Valley Stream, Far Rockaway.	Long Island R. R. ....	5.48	262		no apt. ....	18
6101	Sidney, Edmeston. ....	New York, Ontario, and Western Rwy.	33.29	392	20	apt. 14 by 6.10, 1 l. ....	12
6102	Rochester, Salamanca.	Buffalo, Rochester and Pittsburgh Rwy.	109.19	931	30	apt. 9 by 5, 1 l. ....	17.12
6103	Corning, Geneva. ....	Fall Brook Coal Co. ...	58.34	822	25	apt. 15 by 9, 1 l. ....	13.53
6104	New City, Nannet Junction (n. o.).	New Jersey and New York R. R.	4.59	58	20	no apt. ....	15
6105	Pittsburgh, Saranac Lake.	Chateaugay R. R. ....	73.73	609		apt. 16.4 by 5.10, 1 l. ....	11.43
6106	Albany, Troy. ....	New York Central and Hudson River R. R.	7.23	8,721	21	no apt. ....	84.64
6107	Mechanicville, Reynolds.	Boston, Hoosac Tunnel and Western Rwy.	4.75	18	18	do. ....	6
6108	Vacant.						
6109	New Rochelle, West Chester.	New York, New Haven and Hartford R. R.	6.41	274	30	no apt. ....	27
6110	DeKalb Junction, Norwood.	Rome, Watertown and Ogdensburg R. R.	25.48	1,372	25	apt. 22.6 by 6.8 (av.), 2 l.	11.15
6111	Mineola, Hempstead ..	Long Island R. R. ....	3.43	188		no apt. ....	21
6112	Stewart Junction (n. o.), Babylon.	do. ....	21.03	571		do. ....	9
6113	Summitville, Ellen-ville.	New York, Ontario and Western Rwy.	8.66	316	24	do. ....	18
6114	Clove Branch Junction, Clove Valley.	Clove Branch R. R. ....	8.10	72	10	do. ....	6
6115	Theresa Junction (n. o.), Clayton.	Rome, Watertown and Ogdensburg R. R.	16.23	222	24	do. ....	12
6116	Hoosac Junction (n. o.), State Line (n. o.).	Fitchburg R. R. ....	5.04	4,315	21	apt. 22 by 7.7 (av.), 2 l.	25
6117	Manor Junction (n. o.), Eastport Junction (n. o.).	Long Island R. R. ....	5.43	49		no apt. ....	6
6118	Phœnicia, Hunter. ....	Stoney Clove and Catskill Mountain R. R.	14.83	320		do. ....	12
6119	Herkimer, Poland. ....	Herkimer, Newport and Poland Narrow Gauge Rwy.	17.04	281	15	do. ....	18

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l, line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
47.03	.....	42.75	.....	257.72	.....	224.43	.....	1889, July 1	Weighed 60 days from May 8, 1889. 0.23 m. increase.
55.43	.....	42.75	.....	1,463.22	.....	1,072.17	.....	July 1	Weighed 30 days from Feb. 19, 1889. 1.13 m. increase. 25.93 m. from July 1, 1889, bet. Sidney and New Berlin. 7.08 m. extension from New Berlin to Edmeston, from May 22, 1889, not weighed.
82.08	.....	70.97	.....	8,962.31	.....	7,752.05	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. decrease.
77.81	.....	88.07	.....	4,539.43	.....	5,086.92	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.58 m. increase.
42.75	.....	42.75	.....	196.22	.....	196.22	.....	July 1	Weighed 30 days from Feb. 19, 1889.
68.40	.....	42.75	.....	5,643.13	.....	3,829.96	.....	July 1	Weighed 60 days from May 8, 1889. 39.06 m. increase. Covers route No. 6132, Lyon Mountain and Saranac Lake, 313 pounds. Pay also adjusted on extension from Inman to Saranac Lake, 19.33 m., from Jan. 2, 1888, to June 30, 1889, No. 6132.
210.33	.....	188.10	.....	1,520.68	.....	1,410.75	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.27 m. decrease.
42.75	.....	87.21	.....	203.66	.....	425.59	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. decrease.
47.88	.....	133.38	.....	306.91	.....	1,617.89	.....	July 1	Weighed 30 days from Feb. 19, 1889. 5.72 m. decrease.
100.89	.....	88.07	.....	2,570.67	.....	2,244.02	.....	July 1	Weighed 30 days from Dec. 18, 1888.
42.75	.....	42.75	.....	146.63	.....	119.70	.....	July 1	Weighed 60 days from May 8, 1889. 0.63 m. increase.
66.09	.....	47.03	.....	1,402.49	.....	997.50	.....	July 1	Weighed 60 days from May 8, 1889. 0.18 m. decrease.
50.45	.....	45.32	.....	436.89	.....	387.48	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.11 m. increase.
42.75	.....	42.75	.....	346.27	.....	346.27	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.61	.....	43.61	.....	707.79	.....	708.60	.....	July 1	Weighed 30 days from Dec. 18, 1888. 0.02 m. decrease.
160.74	.....	158.18	.....	810.12	.....	797.22	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	232.13	.....	235.12	.....	July 1	Weighed 60 days from May 8, 1889. 0.07 m. decrease.
51.30	.....	53.01	.....	760.77	.....	800.97	.....	July 1	Weighed 60 days from May 8, 1889. 0.28 m. decrease.
47.88	.....	43.61	.....	815.87	.....	743.98	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.02 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW YORK—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
6120	Whitestone Junction (n. o.), Thomaston.	Long Island R. R.....	7.26	423	..	apt. 14.8 by 6.8, 31.....	18
6121	Mechanicsville, Schuylersville Junction (n. o.).	Boston, Hoosac Tunnel and Western Rwy.	15.05	298	24	no apt.....	13
6122	Addison, N. Y., Galatton, Pa.	Addison and Pennsylvania Rwy.	46.56	618	15	apt. 11.10 by 6.10, 11....	12.97
6123	Rochester, Hinsdale..	Western New York and Pennsylvania R. R.	101.75	571	23	apt. 15.6 by 8.9, 11.....	7.40
6124	Brooklyn, Jamaica...	Long Island R. R....	9.58	460	..	no apt.....	42
6125	Hopewell Junction, Wicopee Junction (n. o.).	New York and New England R. R.	11.37	3,518	27	.....do.....	9.5
6126	Buffalo, Black Rock (n. o.), N. Y.	Grand Trunk Rwy Co. of Canada.	4.59	210	15	.....do.....	9
6127	Bradford Junction (n. o.), N. Y., Punxsutawney, Pa.	Buffalo, Rochester and Pittsburgh Rwy.	119.31	486	30	apt. 9 by 5, 11.....	12
6128	Hayt's Corners, Willard.	Lehigh Valley R. R....	5.70	151	12	no apt.....	16.11
6129	New York (foot 42d st.), Albany.	New York Central and Hudson River R. R.	142.87	2,208	26	apt. 21 by 9, 21.....	21.71
6130	Buffalo (Exchange St. Station) West.	Buffalo, Rochester and Pittsburgh Rwy.	45.18	533	30	apt. 15 by 9, 11.....	12
6131	Kaaterskill Junction (n. o.), Kaaterskill.	Kaaterskill R. R.....	8.00	221	..	no apt.....	12.5
6132	Vacant.....	.....	.....	.....	.....	.....	.....
6133	Hatfield, Norwood....	Rome, Watertown and Ogdensburgh R. R.	13.54	182	26	no apt.....	12
6134	Harriaville, Carthage.	Carthage and Adirondack Rwy.	21.71	164	18	.....do.....	12
6135	Jamestown, Mayville.	Chautauqua Lake Rwy.	25.74	210	..	.....do.....	12
6136	Windsor Beach (n. o.), Rochester.	Rome, Watertown and Ogdensburgh R. R.	8.30	830	24	.....do.....	24.5
6137	Cornwall Junction (n. o.), New York (foot Jay st.).	New York, Ontario and Western Rwy.	57.57	1,741	30	apt. 16.2 by 7.2 (av.), 11	13
6138	Fulton, Woodard Junction (n. o.).	Rome, Watertown and Ogdensburgh R. R.	17.43	109	34	no apt.....	12
	NEW JERSEY						
7001	New York, N. Y., Easton, Pa.	Central R. R. Co. of New Jersey.	74.20	4,041	25	apt. 23.9 by 8.2 (av.), 5 l. to Elizabethport (n. o.); 2 l. residne,	25.72

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., [line or lines; m., miles.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
58.14		49.50		422.09		350.00		July 1	Weighed 60 days from May 8, 1889. 0.19 m. increase.
49.50		42.75		746.32		648.94		July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. decrease.
68.40		67.55		3,184.70		3,191.06		July 1	Weighed 30 days from Feb. 19, 1889. 0.68 m. decrease.
60.69		53.01		6,785.70		5,302.00		July 1	Weighed 30 days from Feb. 19, 1889. 1.73 m. increase.
61.56		40.85		589.74		375.00		July 1	Weighed 60 days from May 8, 1889. 0.40 m. increase.
88.06		15.00		1,001.24		168.79		July 1	Weighed 30 days from Feb. 19, 1889. 0.14 m. increase. Lap on route No. 6085, on which average daily weight is 670 pounds, and pay \$70.97 per m.
42.75		42.75		106.22		106.22		July 1	Weighed 30 days from Feb. 19, 1889.
62.42		51.30		7,447.33		6,089.31		July 1	Weighed 30 days from Feb. 19, 1889. 0.61 m. increase.
42.75		42.75		243.67		245.81		July 1	Weighed 30 days from Feb. 19, 1889. 0.05 m. decrease.
130.82		102.60		18,600.25		18,611.76		July 1	Weighed 30 days from Feb. 19, 1889. 0.6 m. increase. Pay also re-adjusted from Nov. 12, 1888.
64.98		58.14		2,935.79		2,865.13		July 1	Weighed 30 days from Feb. 19, 1889. 4.10 m. decrease.
43.61		42.75		348.88		316.35		July 1	Weighed 30 days from July 17, 1889. 0.60 m. increase.
42.75		42.75		578.83		578.83		July 1	Covered by route 6105 from July 1, 1889.
42.75		42.75		928.10		928.10		July 1	Weighed 30 days from Dec. 18, 1888.
42.75		42.75		1,100.38		993.93		July 1	Weighed 30 days from Feb. 19, 1889.
77.81		78.60		643.82		652.87		July 1	Weighed 60 days from May 8, 1889. 2.49 m. increase.
24.79		24.79		1,427.16		1,430.38		July 1	Weighed 30 days from Dec. 18, 1889.
42.75		42.75		745.13		745.13		July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. decrease. Pay also adjusted from Nov. 12, 1888. Lap service over route 6129, on which the av. daily weight is 2,208 pounds.
157.32		147.92		11,673.14		10,937.29		July 1	Established Jan. 1, 1889.
								July 1	Weighed 30 days from Feb. 19, 1889. 0.23 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW JERSEY—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
7002	Somerville, Flemington.	Central R. R. Co. of New Jersey.	15.91	261	25	no apt .....	21
7003	Elizabethport, (n. o.), Bayhead Junction (n. o.).	.....do .....	50.21	5,845	30	apt. 27.5 by 8.2 (av.), 81 to Long Branch, 34.57 m.; 4 l. thence to Manasquan, 12.56 m.; 3 l. to Point Pleasant, 1.99 m.	32.31
7004	New York, N. Y., and Philadelphia, Pa.	Pennsylvania R. R.	90.63	201,813	...	r. p. o. 60 by 8.7, 9 l.; 40 by 8.7, 1 l.	193.80
7005	Camden, South Amboy.	.....do .....	61.20	1,354	...	apt. 15 by 8.3, 2 l. ....	19.42
7006	Camden, Pemberton...	.....do .....	25.65	1,193	24	apt. 15 by 8.6, 1 l. ....	30.56
7007	Burlington, Lumberton.	.....do .....	10.35	134	20	no apt .....	27.94
7008	Trenton, Manunka Chunk (n. o.).	.....do .....	67.80	1,949	30	apt. 15.6 by 8.3, 1 l. ....	30.38
7009	Lambertville, Flemington.	.....do .....	12.47	218	20	no apt .....	18
7010	East Millstone, New Brunswick.	.....do .....	8.49	120	20	.....do .....	12
7011	Rocky Hill, Monmouth Junction.	.....do .....	6.82	115	14	.....do .....	12
7012	Kinkora, Juliustown.	.....do .....	9.80	147	24	.....do .....	12
7013	Hoboken, N. J., Easton, Pa.	Delaware, Lackawanna and Western R. R.	81.28	3,283	26	apt. 16 by 8.11 (av.), 2 l. to Donville, 36.34 m.; 3 l. thence to Hackensack, 23.79 m.; 2 l. thence to Washington, 9.78 m.; 1 l. residue, 14.37 m.	37.97
7014	Dover, Chester.	.....do .....	14.05	164	22	no apt .....	12
7015	Philadelphia, Pa., Atlantic City, N. J.	Camden and Atlantic R. R.	59.59	1,582	27	apt. 23.4 by 6.8 and 15.1 by 8.2, 2 l.	28.08
7016	Hopping (n. o.), Atlantic Highlands.	Central R. R. Co. of New Jersey.	3.20	77	15	no apt .....	12
7017	Jersey City, N. J., Nyack, N. Y.	Northern R. R. Co. of New Jersey.	24.58	813	25	apt. 7.10 by 7, 2 l. ....	27.50
7018	Easton, Pa., Metuchen Station (n. o.), N. J.	Lehigh Valley R. R.	54.20	4,933	40	apt. 21.8 by 9.4 (av.), 1 l.	54.20
7019	Newfield, Atlantic City	West Jersey R. R.	34.58	156	35	no apt .....	12
7020	Pleasantville, Somers Point.	.....do .....	7.45	70	20	.....do .....	12
7021	Elmer, Salem	.....do .....	17.71	302	19	.....do .....	16.95



States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

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.	1889.	
47.03	.....	43.61	.....	748.24	.....	698.19	.....	July 1	Weighed 50 days from Feb. 19, 1889. 0.10 m. decrease.
179.55	.....	170.15	.....	9,015.20	.....	8,539.82	.....	July 1	Weighed 30 days from May 8, 1889. 0.02 m. increase.
2,274.30	425.00	1,574.91	425.00	206,119.80	38,517.75	143,143.56	38,628.25	Oct. 8	1888. Weighed 60 days from Jan. 15, 1889. 0.26 m. decrease. Pay not fixed on 1 l. 60 by 8.7.
100.04	.....	83.79	.....	6,122.44	.....	5,625.03	.....	July 1	1889. Weighed 30 days from Feb. 19, 1889. 7.52 m. increase. Covers route 7047 from July 1, 1889.
93.20	.....	61.98	.....	2,390.58	.....	1,666.09	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
42.75	.....	42.75	.....	442.40	.....	445.45	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
125.69	.....	88.92	.....	8,521.78	.....	6,028.77	.....	July 1	Weighed 30 days from Feb. 19, 1889.
43.61	.....	42.75	.....	543.81	.....	532.66	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. increase.
42.75	.....	42.75	.....	302.94	.....	365.94	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
42.75	.....	42.75	.....	291.55	.....	287.28	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.10 m. increase.
42.75	.....	42.75	.....	418.95	.....	421.94	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. decrease.
146.21	.....	145.35	.....	12,322.57	.....	12,244.78	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.04 m. increase.
42.75	.....	42.75	.....	600.63	.....	600.63	.....	July 1	Weighed 30 days from Feb. 19, 1889.
110.30	.....	75.24	.....	6,572.77	.....	4,478.28	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.07 m. increase.
42.75	.....	42.75	.....	136.80	.....	132.52	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.1 m. increase.
78.66	.....	67.55	.....	2,248.10	.....	1,931.25	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.01 m. decrease.
169.29	.....	141.08	.....	9,175.51	.....	7,646.53	.....	July 1	Weighed 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	1,478.29	.....	1,483.85	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.13 m. decrease.
42.75	.....	42.75	.....	318.48	.....	312.50	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.14 m. increase.
49.59	.....	43.61	.....	878.23	.....	756.63	.....	July 1	Weighed 30 days from Feb. 19, 1889. 0.36 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.		Size, etc., of mail-car or apartment.	Average trips per week.
				Miles.	Pounds.		
						Feet and inches.	
7022	NEW JERSEY—cont'd. Woodbury, Riddleton Junction (n. o.)	West Jersey R. R....	22.19	426	27	no apt.....	21.51
7023	Monmouth Junction, Sea Girt.	Pennsylvania R. R....	33.57	541	26	apt. 15 by 8.8, 1 l.....	12.25
7024	Jersey City, N. J., Haverstraw, N. Y.	New Jersey and New York R. R.	41.79	500	27	apt. 6.8 by 8, 1 l.....	18
7025	Waterloo, Franklin Furnace.	Delaware, Lackawanna and Western R. R.	23.49	494	22	apt. 5.8 by 8.10, 2 l. to Newton, 11 m.; 1 l. thence to Branchville Junction, 3.30 m.; no apt. residue.	19.72
7026	Highland, Whiting....	Central R. R. Co. of New Jersey.	41.78	671	27	apt. 8.3 by 6.9, 1 l. Easton to Whiting, 30.3 m.; no apt. residue.	16.76
7027	Newark, Mont Clair..	Delaware, Lackawanna and Western R. R.	6.60	515	21	no apt.....	21
7028	Hoboken, Denville....	do .....	34.30	4,925	23	apt. 20 by 9, 1 l.....	38.44
7029	Whiting, Ateson.....	Central R. R. Co. of New Jersey.	24.35	277	32	apt. 8.3 by 6.9, 1 l.....	6
7030	Newark, Paterson....	New York, Lake Erie and Western R. R.	11.40	281	24	no apt.....	27
7031	Ateson, Bridgeton....	Central R. R. Co. of New Jersey.	37.67	230	24	apt. 8.3 by 6.9, 1 l.....	6
7032	Whiting, Tuckerton..	Tuckerton R. R. ....	29.36	342	30	apt. 8 by 7, 2 l.....	12
7033	Bridgeton, Port Norris	Central R. R. Co. of New Jersey.	16.84	509	21	apt. 16.9 by 8.2 (av.), 1 l.	12
7034	Jersey City, N. J., Greenwood Lake, N. Y.	New York and Greenwood Lake Rwy.	48.37	468	..	apt. 10 by 7, 1 l.....	15.84
7035	Atko, Glassborough...	Williamstown and Delaware River R. R.	17.81	174	17	no apt.....	12.37
7036	Summit, Bernardville	Delaware, Lackawanna and Western R. R.	14.68	179	25	do .....	15
7037	Jersey City, N. J., Middletown, N. Y.	New York, Susquehanna and Western R. R.	89.50	817	26	apt. 14 by 6.5, 1 l.....	17.31
7038	Rahway, Perth Amboy.	Pennsylvania R. R....	7.45	503	20	no apt.....	26.95
7039	Woodbury, Penn's Grove.	Delaware River R. R..	20.31	251	20	do .....	15
7040	High Bridge, Rockaway.	Central R. R. Co. of New Jersey.	30.69	117	23	apt. 7.6 by 6.9, 1 l.....	6
7041	Camden, Cape May....	West Jersey R. R....	82.17	2,185	30	apt. 17.2 by 8.1 (av.), 4 l. to Glassborough, 17.99 m.; 2 l. residue, 61.18 m.	38.79
7042	Beach Haven, Manahawkin.	Pennsylvania R. R....	12.48	37	25	no apt.....	6
7043	Matawan Station (n. o.), Freehold.	Freehold and New York R. R.	12.72	412	25	do .....	30

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; L, line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
58.14	.....	48.74	.....	1,290.12	.....	1,082.51	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
65.84	.....	63.27	.....	2,210.24	.....	1,779.77	.....	July 1	Weighted 30 days from Feb. 19, 1889. 5.44 m. increase.
64.13	.....	54.72	.....	2,679.99	.....	2,304.66	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.13 m. increase. Pay not fixed on 2.66 m. extension from Garnerville to Haverstraw, from Jan. 16, 1888.
63.27	.....	52.16	.....	1,486.21	.....	1,225.23	.....	July 1	Weighted 30 days from Feb. 19, 1889.
70.97	.....	61.56	.....	2,965.12	.....	2,599.06	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.44 m. decrease.
64.13	.....	53.87	.....	423.25	.....	355.54	.....	July 1	Weighted 30 days from Feb. 19, 1889.
109.29	.....	140.22	.....	5,806.64	.....	4,809.54	.....	July 1	Do
47.88	.....	42.75	.....	1,165.87	.....	1,046.09	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.12 m. decrease.
47.88	.....	42.75	.....	545.83	.....	486.07	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. increase.
44.46	.....	42.75	.....	1,674.80	.....	1,616.37	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.14 m. decrease.
52.16	.....	48.74	.....	1,531.41	.....	1,447.57	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.34 m. decrease.
64.13	.....	45.32	.....	1,079.94	.....	965.51	.....	July 1	Weighted 30 days from Feb. 19, 1889. 4.46 m. decrease.
61.56	.....	46.17	.....	2,977.65	.....	2,375.90	.....	July 1	Weighted 30 days from Feb. 19, 1889. 8.99 m. decrease.
42.75	.....	42.75	.....	761.37	.....	757.10	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. increase.
42.75	.....	42.75	.....	627.57	.....	627.57	.....	July 1	Weighted 30 days from Feb. 19, 1889.
76.05	.....	77.81	.....	6,887.02	.....	6,878.40	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.1 m. increase.
64.13	.....	60.71	.....	477.70	.....	460.18	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.13 m. decrease.
46.17	.....	42.75	.....	937.74	.....	896.46	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.66 m. decrease.
42.75	.....	42.75	.....	1,311.90	.....	1,314.99	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.07 m. decrease.
130.82	.....	86.36	.....	10,749.47	.....	7,097.92	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
42.75	.....	42.75	.....	533.52	.....	514.28	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.45 m. increase.
57.29	.....	52.16	.....	728.72	.....	603.47	.....	July 1	Weighted 30 days from Feb. 19, 1889.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt..

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW JERSEY—cont'd.		Miles.	Pounds.		Feet and inches.	
7044	Trenton, Trenton Junction.	Philadelphia and Reading R. R.	4.28	151	20	no apt.	18
7045	Haddonfield, Medford.	Camden and Atlantic R. R.	11.99	162	21	do	21
7046	Bordentown, Trenton.	Pennsylvania R. R.	6.17	519		do	40
7047	Vacant.						
7048	Branchville Junction (n. o.), Branchville.	Delaware, Lackawanna and Western R. R.	6.37	269	18	apt. 5.7 by 7.10 (av.), 11.	12
7049	Eatontown, Port Monmouth.	Central R. R. Co. of New Jersey.	9.59	382	20	apt. 8.3 by 6.9, 11.1 to Red Bank; no apt. res.	15.28
7050	Manchester, Barnegat.	do	22.30	176	24	no apt.	15
7051	Glassborough, Bridgeton.	West Jersey R. R.	20.23	1,316	28	apt. 15 by 8 and 18.6 by 8.4, 21.	24
7052	Greycourt, N. Y., Belvidere, N. J.	Lehigh and Hudson River Rwy.	63.36	299	20	apt. 13.2 by 6.6, 11.	11.43
7053	Princeton Junction, Princeton.	Pennsylvania R. R.	3.45	642	15	no apt.	45
7054	Whiting, Bayhead Junction (n. o.).	do	28.59	39		do	9.18
7055	Rutherford Junction (n. o.), Ridgewood Junction (n. o.).	New York, Lake Erie and Western R. R.	9.98	43	35	do	12
7056	Barnegat City, Barnegat City Junction (n. o.).	Pennsylvania R. R.	8.96	31	24	do	6
7057	Manumuskim, Heislerville.	West Jersey R. R.	9.03	102	22	do	15
7058	Kays, N. J., Stroudsburg, Pa.	New York, Susquehanna and Western R. R.	47.75	244	25	apt. 14.1 by 6.9, 11.	8.48
7059	Delaware, Columbia Junction (n. o.).	do	3.16	59	15	no apt.	6
7060	Sea Isle Junction (n. o.), Ocean City.	West Jersey R. R.	15.50	83	22	do	12
7061	Anglesea Junction (n. o.), Holly Beach.	do	7.78	68	13	do	12
7062	Vacant.						
7063	Whiting, Birmingham.	Pennsylvania R. R.	18.51	34	33	no apt.	12
7064	Evansville (n. o.), Vincenttown.	do	3.03	81	14	do	12
7065	Hightstown, Pemberton.	Union Transportation Co.	25.83	437	25	apt. 15 by 8.6, 11.	6
7066	Ringwood, Ringwood Junction (n. o.).	New York and Greenwood Lake Rwy.	2.61	48	15	no apt.	6
7067	New Germantown, White House Station.	Rockaway Valley R. R.	4.72	52	16	do	12

*States and Territories in which the contract term expired June 30, 1889—Continued.*

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	1889.	
42.75	.....	42.75	.....	182.97	.....	182.97	.....	July 1	Weighted 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	512.57	.....	522.82	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.24 m. decrease. Pay not fixed on 4.99 m.
64.13	.....	52.10	.....	395.68	.....	317.13	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.09 m. increase.
47.03	.....	42.75	.....	299.58	.....	272.31	.....	July 1	Weighted 30 days from Feb. 19, 1889.
55.58	.....	58.14	.....	533.01	.....	559.58	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.12 m. increase.
42.75	.....	42.75	.....	953.32	.....	950.76	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.06 m. increase.
98.33	.....	80.37	.....	1,989.21	.....	1,623.47	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.03 m. increase.
49.59	.....	46.17	.....	3,142.02	.....	2,925.33	.....	July 1	Weighted 30 days from Feb. 19, 1889.
70.11	.....	57.29	.....	241.87	.....	197.07	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.01 m. increase.
42.75	.....	42.75	.....	1,222.22	.....	1,235.04	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.03 m. decrease.
42.75	.....	136.80	.....	426.64	.....	1,365.26	.....	July 1	Weighted 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	383.04	.....	382.18	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.02 m. decrease.
42.75	.....	42.75	.....	386.03	.....	389.02	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.07 m. decrease.
45.32	.....	42.75	.....	2,164.03	.....	2,045.58	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.1 m. decrease.
42.75	.....	42.75	.....	135.99	.....	135.09	.....	July 1	Weighted 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	665.10	.....	673.74	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.20 m. decrease.
42.75	.....	42.75	.....	332.59	.....	364.22	.....	July 1	Weighted 30 days from Feb. 19, 1889, 2.53 m. increase.
42.75	.....	42.75	.....	791.30	.....	801.56	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.24 m. decrease.
42.75	.....	42.75	.....	129.53	.....	120.26	.....	July 1	Weighted 30 days from Feb. 19, 1889, 0.61 m. decrease.
59.00	.....	59.00	.....	1,523.97	.....	1,527.51	.....	1888, Oct. 15	Weighted 30 days from Feb. 19, 1889, 0.06 m. decrease.
42.75	.....	.....	.....	111.57	.....	.....	.....	1889, July 1	Weighted 30 days from Feb. 19, 1889. Formerly part of route No. 7034.
42.75	.....	.....	.....	201.78	.....	.....	.....	Jan. 28	Weighted 30 days from Feb. 19, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and terminal.		Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
				Miles.	Pounds.		Feet and inches.	
PENNSYLVANIA.								
8001	Philadelphia,	Pittsburgh.	Pennsylvania R. R.	353.60	128,217	...	r. p. o. 60 by 8.7, 6.1; 40 by 8.7, 1.1; apt. 16.7 by 8.10 (av.), 2 l. to Middletown, 96 m.; 3 l. to Harrisburg, 9.20 m.; $\frac{1}{2}$ l. to Greensburg, 217.30 m.; $1\frac{1}{2}$ l. residue, 31.10 m.	61.55
8002	Philadelphia,	Pottsville.	Philadelphia and Reading R. R.	93.07	5,192	26	apt. 16.9 by 8.6 (av.), 3 l.	41.37
8003	Philadelphia,	West Chester.	Philadelphia, Wilmington and Baltimore R. R.	27.78	2,528	...	apt. 11.2 by 7 (av.), 4 l. to Wawa, 18.08 m.; 2 l. residue, 9.70 m.	37.36
8004	Philadelphia,	Bethlehem.	Philadelphia and Reading R. R.	56.01	7,020	28	apt. 16.3 by 8.6 (av.), $\frac{3}{4}$ l. to Jenkintown, 9.99 m.; $2\frac{1}{2}$ l. residue, 46.02 m.	63.69
8005	Philadelphia,	Norristown.	.....do.....	16.19	1,485	19	no apt.....	64.5
8006	Sunbury,	Williamsport.	Pennsylvania R. R.	41.06	13,980	27	r. p. o. 40 by 8.4, 1 l.; apt. 20 by 8.9, 2 l.	24.50
8007	Bridgeport,	Exton.....	Philadelphia and Chester Valley R. R.	16.93	98	20	no apt.....	12
8008	Chester, Pa.,	Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R.	58.14	1,126	...	apt. 9.4 by 6.3 (av.), 2 l. Wawa to Port Deposit, 49.96 m.	17
8009	Honesdale,	Lackawanna.	New York, Lake Erie and Western R. R.	24.89	599	23	no apt.....	12
8010	Easton, Pa.,	Waverly, N. Y.	Lehigh Valley R. R.	205.56	4,653	...	apt. 17.9 by 9.6 (av.), $\frac{3}{4}$ l. to Mauch Chunk, 45.5 m.; $2\frac{1}{2}$ l. to Penn Haven Junction, 8.6 m.; 1 l. to Wilkes Barre, 46.4 m.; 2 l. residue, 105.06 m.	30.66
8011	Penn Haven Junction (n. o.),	Mount Carmel.	.....do.....	48.20	345	...	apt. 12.10 by 6.3, 1 l.....	12.72
8012	Hazle Creek Junction (n. o.),	Audenried.	.....do.....	8.52	163	23	no apt.....	18
8013	Pottsville,	Herndon....	Philadelphia and Reading R. R.	77.10	973	23	apt. 14.9 by 8.7 (av.), 2 l. to Shamokin, 55.58 m.; 1 l. residue, 21.52 m.	17.28
8014	Port Clinton,	Williamsport.	.....do.....	122.06	468	24	apt. 15 by 8.4, 1 l.....	10.94
8015	Sunbury,	Sugar Loaf..	Pennsylvania R. R.	44.61	391	...	apt. 9.6 by 7, 1 l. to Rock Glen, 38 m.; 2 l. residue, 6.61 m.	13.77
8016	Penn Haven Junction (n. o.),	Sugar Loaf.	Lehigh Valley R. R.	23.40	959	...	apt. 10.11 by 8 (av.), 2 l.	33.49
8017	Scranton,	Northumberland.	Delaware, Lackawanna and Western R. R.	80.48	2,369	28	apt. 18.4 by 8.9 (av.), 2 l.	25.78
8018	Pay not adjusted.							
8019	Binghamton, N. Y.,	Washington, N. J.	.....do.....	149.50	4,580	...	apt. 20 by 9, 1 l.....	39.39
8020	Elmira, N. Y.,	Hoytville, Pa.	New York, Lake Erie and Western R. R.	65.01	710	22	apt. 15.9 by 6.7, 1 l. to Blossburgh; no apt. residue.	10.55

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
1,487.70	275.00	1,096.97	275.00	528,050.72	97,240.00	525,009.33	97,047.50	July 1	Weighted 60 days from Jan. 15, 1889. 0.7 m. increase. Pay also re-adjusted from Oct. 8, 1888. Pay to be fixed for 1 l. 60 ft. cars authorized Oct. 27, 1888.
172.71		148.77		16,065.48		13,850.48		July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. decrease.
135.09		121.41		3,752.80		3,378.41		July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. decrease.
192.88		171.36		16,775.20		9,625.87		July 1	Weighted 30 days from Feb. 19, 1889.
106.02		64.98		1,716.46		1,053.32		July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
266.76	25.00	194.09	25.00	10,953.16	1,026.50	7,949.92	1,024.00	July 1	Weighted 30 days from Feb. 19, 1889. 0.10 m. increase.
42.75		42.75		723.75		723.75		July 1	Weighted 30 days from Feb. 19, 1889.
90.63		82.94		5,269.22		4,871.89		July 1	Weighted 30 days from Feb. 19, 1889. 0.60 m. decrease.
67.55		56.43		1,681.31		1,407.36		July 1	Weighted 30 days from Feb. 19, 1889. 0.05 m. increase.
165.87		148.77		34,096.23		30,582.64		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. decrease.
53.01		54.72		2,555.08		2,505.63		July 1	Weighted 80 days from Feb. 19, 1889. 2.41 m. increase. Covers route 8158 from July 1, 1889.
42.75		42.75		364.23		364.23		July 1	Weighted 30 days from Feb. 19, 1889.
83.79		65.84		6,460.20		5,139.47		July 1	Weighted 30 days from Feb. 19, 1889. 0.96 m. decrease.
01.56		54.72		7,514.01		6,679.07		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. decrease.
55.58		45.32		2,479.42		2,012.66		July 1	Weighted 30 days from Feb. 19, 1889. 0.20 m. increase.
82.94		70.11		1,940.79		1,654.59		July 1	Do.
133.88		104.31		10,734.42		8,394.86		July 1	Weighted 30 days from Feb. 19, 1889.
165.02		136.80		23,185.31		19,220.40		July 1	Do.
72.68		67.55		4,724.92		4,386.69		July 1	Weighted 30 days from Feb. 19, 1889. 0.07 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
8021	Pennsylvania—cont'd. Williamsport, Pa., Elmira, N. Y.	Northern Central Rwy.	79.71	7,076		apt. 15 by 8.6, 1 l.....	19
8022	Williamsport, Erie....	Pennsylvania R. R....	248.25	2,948		apt. 17.3 by 8.7 (av.), 3 l. to Lock Haven, 24.6 m.; 1 l. thence to Ridgway, 105.4 m.; 2 l. thence to Warren, 52.1 m.; 3 l. thence to Irvine, 5.9 m.; 2 l. residue, 60.25 m.	15.56
8023	Sunbury, Mount Carmel.	Northern Central Rwy.	27.67	338	15	apt. 13.9 by 7.4 (av.), 1 l.	15.21
8024	Bradford, Pa., Carrollton, N. Y.	New York, Lake Erie and Western R. R.	11.66	791	32	no apt.....	24
8025	Irvine, Corry.....	Western New York and Pennsylvania R. R.	94.67	1,457	25	apt. 16 by 8.7 (av.), 1 l.	20.51
8026	Strasburgh, Leaman Place.	Strasburg R. R. (E. C. Musselman, lessee).	4.87	58	15	no apt.....	6
8027	Lancaster, Middleton..	Pennsylvania R. R....	30.99	1,177		apt. 17.6 by 8.3 (av.), 2 l. to Columbia, 11.2 m.; 1 l. residue, 19.79 m.	22.07
8028	Harrisburg, Anburn..	Philadelphia and Reading R. R.	59.18	268	27	apt. 8 by 6.8, 1 l.....	6
8029	Stewartstown, New Freedom.	Stewartstown R. R....	7.68	175	15	no apt.....	12
8030	Harrisburg, Pa., Martinsburgh, W. Va.	Cumberland Valley R. R.	95.66	2,838		apt. 19.7 by 8.7 (av.), 21.	29.39
8031	Columbia, Sinking Springs.	Reading and Columbia R. R.	40.13	536	20	apt. 12.8 by 6.7, 1 l. between Junction and Sinking Spring, 28.38 m.	14.12
8032	Columbia, Pa., Frederick, Md.	Pennsylvania R. R....	69.30	742		apt. 15 by 8.6, 1 l.....	18.56
8033	Berlin Junction (n. o.), East Berlin.	Berlin Branch R. R....	7.26	81	12	no apt.....	6
8034	Huntingdon, Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.15	946	25	apt. 15 by 8.8, 1 l.....	12
8035	Tyrone, Curwensville.	Pennsylvania R. R....	47.48	1,156	20	apt. 10.9 by 8.1, 1 l.....	17.99
8036	Altoona, Henrietta.....	do	27.90	367	17	no apt.....	15.69
8037	Cresson, Ebensburg.	do	11.65	315	15	do	15
8038	Tyrone, Lock Haven..	do	54.99	782		apt. 15 by 8.1, 1 l.....	12
8039	Blairsville, Allegheny.	do	69.24	1,032		apt. 15 by 8.6, 1 l.....	17.76
8040	Pittsburgh, Pa., Wheeling, W. Va.	Baltimore and Ohio R. R.	70.40	1,107	25	apt. 17.2 by 8.11, 1 l....	25.14
8041	Pittsburgh, Oil City..	Allegheny Valley R. R.	132.61	3,287	30	apt. 18.9 by 8.8, 1 l.....	20
8042	Branch Junction, Indiana.	Pennsylvania R. R....	19.10	1,216	19	apt. 15 by 8.3 (av.), 3 l. to Blairsville, 2.66 m.; 2 l. residue, 16.24 m.	13.79



States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
192.38	142.79	142.79		15,334.60		11,253.27		July 1	Weighted 30 days from Feb. 19, 1889. 0.90 m. increase.
141.08	101.75	101.75		35,023.11		25,310.31		July 1	Weighted 30 days from Feb. 19, 1889. 0.50 m. decrease.
52.16	45.32	45.32		1,443.26		1,244.94		July 1	Weighted 30 days from Feb. 19, 1889. 0.20 m. increase.
76.10	79.52	79.52		887.32		920.84		July 1	Weighted 30 days from Feb. 19, 1889. 0.08 m. increase.
104.31	88.07	88.07		9,875.02		8,378.09		July 1	Weighted 30 days from Feb. 19, 1889. 0.46 m. decrease.
42.75	42.75	42.75		208.19		224.43		July 1	Weighted 30 days from Feb. 19, 1889. 0.38 m. decrease.
92.34	82.08	82.08		2,861.61		2,524.83		July 1	Weighted 30 days from Feb. 19, 1889. 0.61 m. increase.
47.03	42.75	42.75		2,783.23		2,524.38		July 1	Weighted 30 days from Feb. 19, 1889. 0.13 m. increase.
42.75	42.75	42.75		328.32		327.03		July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. increase.
139.37	125.69	125.69		13,332.13		11,924.21		July 1	Weighted 30 days from Feb. 19, 1889. 0.79 m. increase.
64.98	58.14	58.14		2,607.64		2,309.90		July 1	Weighted 30 days from Feb. 19, 1889. 0.40 m. increase.
74.39	65.84	65.84		5,155.23		4,562.71		July 1	Weighted 30 days from Feb. 19, 1889.
42.75	42.75	42.75		310.36		309.08		July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. increase.
82.94	70.97	70.97		3,744.74		3,204.29		July 1	Weighted 30 days from Feb. 19, 1889.
91.49	76.10	76.10		4,343.94		3,613.22		July 1	Do.
53.87	57.29	57.29		1,302.97		1,599.53		July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
50.45	46.17	46.17		587.74		535.11		July 1	Weighted 30 days from Feb. 19, 1889. 0.06 m. increase.
76.10	69.26	69.26		4,184.73		3,826.61		July 1	Weighted 30 days from Feb. 19, 1889. 0.26 m. decrease.
86.36	75.24	75.24		5,979.56		5,104.28		July 1	Weighted 30 days from Feb. 19, 1889. 1.40 m. increase.
89.78	66.69	66.69		6,320.51		4,695.64		July 1	Weighted 30 days from Feb. 19, 1889. 0.91 m. decrease.
140.21	137.66	137.66		19,388.90		18,255.09		July 1	Weighted 30 days from Feb. 19, 1889.
94.05	71.82	71.82		1,796.35		1,352.53		July 1	Weighted 30 days from Feb. 19, 1889. 0.15 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
8043	Meadville, Oil City....	New York, Lake Erie and Western R. R.	38.45	608 25		apt. 18 by 7, 1 1.....	18.5
8044	Erie, Homewood .....	Pennsylvania Co.....	112.71	1,836 30		apt. 20.11 by 9 (av.), 2 l. to Wampum Junction, 106.80 m.	12.57
8045	Oil City, Pa., Ashtabula, Ohio.	Lake Shore and Michigan Southern Rwy.	88.30	825 25		apt. 18 by 8.6, 1 l. to Andover, 62.61 m.; 2 l. residue, 25.69 m.	11.52
8046	Bethlehem, Bangor....	Lehigh and Lackawanna R. R.	81.51	240 25		no apt.....	12
8047	Downington, New Holland.	Pennsylvania R. R. ....	27.19	394 13		apt. 6.6 by 6.5.....	12.5
8048	West Chester, Phoenixville.	.....do .....	18.70	217 ..		no apt .....	12.65
8049	Lewistown Junction (n. o.), Milroy.	.....do .....	12.46	146 ..		.....do .....	12
8050	Pottsville, Frackville.	Philadelphia and Reading R. R.	10.97	165 16		.....do .....	18
8051	Greenville, Butler ....	Pittsburgh, Shenango, and Lake Erie R. R.	58.42	660 22		apt. 13.11 by 6.11, 1 l. ....	15
8052	Pay not adjusted.						
8053	Freeport, Butler.....	Pennsylvania R. R. ....	21.99	404 23		apt. 5.3 by 8.7, 2 l. ....	12
8054	Wilmington, Del., Reading, Pa.	Wilmington and Northern R. R.	74.60	258 35		apt. 6.3 by 5.7, 1 l. ....	8.81
8055	Mansfield Station (n. o.), Washington.	Pittsburgh, Cincinnati and St. Louis Rwy.	22.80	1,682 20		apt. 15 by 9, 2 l. ....	22.11
8056	Perkiomen Junction (n. o.), Ewans.	Perkiomen R. R. ....	37.58	379 22		apt. 8.6 by 6.2, 1 l. ....	9.75
8057	Pottstown, Barto's....	Philadelphia and Reading R. R.	13.04	244 14		no apt .....	18
8058	Joddo, Freeland.....	Lehigh Valley R. R. ....	2.78	169 23		.....do .....	18
8059	Lebanon, Tower City.	Philadelphia and Reading R. R.	43.53	278 23		apt. 8.7 by 7, 1 l. ....	12.14
8060	Monroe Station (n. o.), Bernice.	Lehigh Valley R. R. ....	24.10	298 19		apt. 5.10 by 5.6, 1 l. ....	12
8061	Schuylkill Haven, Glen Carbon.	Philadelphia and Reading R. R.	13.63	141 17		no apt .....	9.45
8062	Topton, Kutztown....	.....do .....	5.06	184 23		.....do .....	24
8063	Pittsburgh, Pa., Cumberland, Md.	Baltimore and Ohio R. R.	150.70	6,197 30		apt. 19.8 by 9 (av.), 2 l. ....	25.97
8064	Carbondale, Susquehanna.	New York, Lake Erie and Western R. R.	39.73	436 25		apt. 10 by 6.8, 1 l. to Jefferson Junction (n. o.), no apt. residue.	11.42
8065	Corning, N. Y., Anttrim, Pa.	Fall Brook Coal Co....	52.24	754 25		apt. 15 by 9, 1 l. bet. Corning and Stokesdale Junc. (n. o.), 32.50 m.	12.23
8066	Phoenixville, Uwchland.	Philadelphia and Reading R. R.	11.75	189 15		no apt.....	12
8067	Lewisburgh, Bellefonte.	Pennsylvania R. R. ....	66.23	853 ..		apt. 11.7 by 8.4, 1 l. ....	12

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

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 re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
68.40		66.60		2,493.18		2,445.52		July 1	Weighted 30 days from Feb. 19, 1889. 0.22 m. decrease.
120.56		98.33		13,588.31		11,106.37		July 1	Weighted 30 days from Feb. 19, 1889. 0.24 m. decrease.
77.81		64.98		6,870.62		5,748.13		July 1	Weighted 30 days from Feb. 19, 1889. 0.16 m. decrease.
45.32		42.75		1,428.03		1,345.78		July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. increase.
56.43		49.59		1,534.33		1,402.90		July 1	Weighted 30 days from Feb. 19, 1889. 1.10 m. decrease.
43.61		42.75		815.50		787.88		July 1	Weighted 30 days from Feb. 19, 1889. 0.27 m. increase.
42.75		42.75		532.60		553.18		July 1	Weighted 30 days from Feb. 19, 1889. 0.48 m. decrease.
42.75		42.75		468.06		493.76		July 1	Weighted 30 days from Feb. 19, 1889. 0.58 m. decrease.
70.97		56.43		4,146.06		3,287.04		July 1	Weighted 30 days from Feb. 19, 1889. 0.17 m. increase.
57.29		64.98		1,259.80		1,428.91		July 1	Weighted 30 days from Feb. 19, 1889.
46.17		45.32		3,444.28		3,258.50		July 1	Weighted 30 days from Feb. 19, 1889. 2.70 m. increase.
114.57		95.70		2,612.19		2,192.90		July 1	Weighted 30 days from Feb. 19, 1889. 0.10 m. decrease.
54.72		51.30		2,056.37		1,917.59		July 1	Weighted 30 days from Feb. 19, 1889. 0.20 m. increase.
45.32		42.75		500.97		605.15		July 1	Weighted 30 days from Feb. 19, 1889. 0.18 m. decrease.
42.75		42.75		118.84		105.59		July 1	Weighted 30 days from Feb. 19, 1889. 0.31 m. increase.
47.88		43.61		2,084.21		1,896.59		July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. increase.
49.59		42.75		1,195.11		1,012.32		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		582.68		583.11		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. decrease.
42.75		42.75		216.31		216.31		July 1	Weighted 30 days from Feb. 19, 1889.
182.97		145.35		27,573.57		21,741.45		July 1	Weighted 30 days from Feb. 19, 1889. 1.12 m. increase.
59.00		44.46		2,344.07		1,750.61		July 1	Weighted 30 days from Feb. 19, 1889. 0.22 m. increase.
74.39		103.46		3,886.13		5,276.46		July 1	Weighted 30 days from Feb. 19, 1889. 1.24 m. increase.
42.75		42.75		502.51		482.22		July 1	Weighted 30 days from Feb. 19, 1889. 0.47 m. increase.
78.66		48.74		5,209.65		3,227.56		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
8068	PENNSYLVANIA—cont'd. Bloomfield, Tryonville Station (n. o.).	Western New York and Pennsylvania R. R.	10.07	59 25		no apt. ....	6
8069	Towanda, Barclay ....	Towanda Coal Co. ....	17.25	88 14		.....do .....	6
8670	Rockwood, Johnstown.	Baltimore and Ohio R. R.	45.48	571 25		apt. 18 by 8.6, 1 l. ....	13.24
8071	South Penn Junction (n. o.), Richmond Furnace.	Cumberland Valley R. R.	10.38	757 22		apt. 15 by 8.7, 1 l. ....	12
8072	Mount Dallas Station (n. o.), Pa., Cumberland, Md.	Pennsylvania R. R. ....	45.11	546 23		apt. 15 by 8.8, 1 l. ....	12
8073	Allentown, Harrisburg.	Philadelphia and Reading R. R.	90.17	3,437 26		apt. 12 by 7.10 (av.), 3 l. to Emma, 6.35 m.; 2 l. residue, 83.82 m. Also 1 l. Reading to Sinking Spring, 5.62 m.	31.25
8074	Conshohocken, Flourtown.	.....do .....	7.20	59 7		no apt. ....	13.42
8075	Lansdale, Doylestown.	.....do .....	10.47	1,161 30		.....do .....	40
8076	Red Bank Furnace, Driftwood.	Allegheny Valley R. R.	109.97	774 23		apt. 17.9 by 8.9, 1 l. ....	10.02
8077	Chambersburg, Waynesborough.	Mont Alto R. R. ....	22.18	338 25		no apt. ....	12
8078	Timkhamock, Montrose.	Montrose Rwy. ....	27.37	232 19		apt. 6 by 6.8, 1 l. ....	12
8079	Wilkes Barre, Scranton.	Delaware and Hudson Canal Co.	19.25	310 23		no apt. ....	21
8080	Mechanicsburg, Dillsburgh.	Cumberland Valley R. R.	8.80	281		.....do .....	12
8081	Pittsburgh, West Brownsville.	Pennsylvania R. R. ....	54.33	1,364		apt. 15 by 8.8, 1 l. ....	21
8082	Valley Junction (n. o.), Intersection (n. o.).	Western Maryland R. R.	7.70	624 22		apt. 14.3 by 7.5, 2 l. ....	12
8083	Bellfonte, Snow Shoe.	Pennsylvania R. R. ....	22.23	84 12		no apt. ....	12
8084	Hollidaysburg, Williamsburgh.	.....do .....	14.28	292 15		.....do .....	12
8085	Mount Union, Robertsdale.	East Broad Top R. R. and Coal Co.	30.13	234 15		.....do .....	12
8086	Mount Jewett, Callety.	Pittsburgh and West-cru Rwy.	133.20	573 22		apt. 9.10 by 7.9 (av.), 1 l. between Kane and Call-ry, 121.98 m.	13.89
8087	Bellwood, Irona .....	Bell's Gap R. R. ....	25.33	637 18		apt. 6.10 by 6.10, 1 l. ....	12
8088	Alaska (n. o.), Mount Carmel.	Philadelphia and Reading R. R.	1.96	106 15		no apt. ....	24
8089	Reading, Slatington...	.....do .....	44.11	250 21		apt. 8 by 6.8, 1 l. ....	6
8090	Berlin, Garrett. ....	Baltimore and Ohio R. R.	8.45	94 20		no apt. ....	12

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment: av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
42.75		42.75		430.49		448.44		July 1	Weighted 30 days from Feb. 19, 1889. 0.42 m. decrease.
42.75		42.75		737.43		763.08		July 1	Weighted 30 days from Feb. 19, 1889. 0.6 m. decrease.
60.00		45.32		3,033.06		2,043.47		July 1	Weighted 30 days from Feb. 19, 1889. 0.39 m. increase.
74.39		50.45		1,441.67		977.72		July 1	Weighted 30 days from Feb. 19, 1889.
65.84		57.20		2,970.04		2,594.66		July 1	Weighted 30 days from Feb. 19, 1889. 0.18 m. decrease.
147.92		134.24		13,337.94		12,135.29		July 1	Weighted 30 days from Feb. 19, 1889. 0.23 m. decrease.
42.75		42.75		307.80		307.37		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. increase.
92.34		66.69		966.79		714.24		July 1	Weighted 30 days from Feb. 19, 1889. 0.24 m. decrease.
75.24		67.55		8,274.14		7,424.42		July 1	Weighted 30 days from Feb. 19, 1889. 0.06 m. increase.
52.16		48.74		1,156.90		1,081.05		July 1	Weighted 30 days from Feb. 19, 1889.
44.46		42.75		1,216.87		1,244.45		July 1	Weighted 30 days from Feb. 19, 1889. 1.74 m. decrease.
50.45		42.75		971.16		825.92		July 1	Weighted 30 days from Feb. 19, 1889. 0.07 m. decrease.
47.88		47.03		421.34		415.74		July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. decrease.
100.89		82.94		5,481.35		4,513.59		July 1	Weighted 30 days from Feb. 19, 1889. 0.09 m. decrease.
69.26		50.00		533.30		424.80		July 1	Weighted 30 days from Feb. 19, 1889. 0.50 m. increase.
42.75		42.75		950.33		933.23		July 1	Weighted 30 days from Feb. 19, 1889. 0.40 m. increase.
48.74		45.32		696.00		647.16		July 1	Weighted 30 days from Feb. 19, 1889.
44.46		42.75		1,359.57		1,285.06		July 1	Weighted 30 days from Feb. 19, 1889. 0.07 m. increase.
66.69		52.16		8,883.10		7,255.97		July 1	Weighted 30 days from Feb. 19, 1889. 5.91 m. decrease.
60.20		42.75		1,754.25		1,095.25		July 1	Weighted 30 days from Feb. 19, 1889. 0.29 m. decrease.
42.75		42.75		83.79		83.36		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. increase.
46.17		42.75		2,036.55		1,886.55		July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
42.75		42.75		361.23		360.38		July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. increase.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
8001	Larabee, Clermont....	Western New York and Pennsylvania R. R.	23.40	18625	apt. 6 by 4, 1 l.	8.49	
8002	York, Peach Bottom..	York and Peach Bottom Rwy.	40.06	368	apt. 13.8 by 73, 1 l.	12	
8093	Lawsonham, Sligo ....	Allegheny Valley R. R.	10.41	6510	no apt	6	
8094	Pay not adjusted.						
8095	Pittsburgh, Castle Shannon.	Pittsburgh and Castle Shannon R. R.	6.04	67	no apt	7	
8096	New Castle, Stoneboro	Western New York and Pennsylvania R. R.	35.33	32830	apt. 13.9 by 8.8, 1 l.	9.60	
8097	White Haven, Upper Lehigh.	Central R. R. Co. of New Jersey.	9.66	10015	no apt	12	
8098	Norristown, Lansdale	Stony Creek R. R....	10.80	14125	.....do	6	
8099	Osceola Mills, Belsena Mills.	Pennsylvania R. R....	17.38	20516	.....do	15	
8100	Tamaqua, Mauch Chunk.	Central R. R. Co. of New Jersey.	16.14	30925	.....do	19.88	
8101	Wilkes Barre, Wana-	.....do	12.87	12325	.....do	14.07	
8102	ma, Hanover Junction, Get-	Western Maryland R. R.	29.53	73922	apt 14.3 by 7.5, 2 l. Valley Junction to Get-	14.39	
8103	ysburgh. Jeunkintown, Pa.,	Philadelphia and Read-	49.19	57029	apt. 13.9 by 6.4, 1 l.	14.40	
8104	Boonbrook, N. J.	ing R. R.	44.53	1,336	apt. 14.10 by 8.6, 1 l.	21.32	
8105	Greensburg, Fair-	Pennsylvania R. R....	12.76	7018	no apt.	13	
8106	chance. Sheffield, Elulalla....	Tionesta Valley R. R..	21.04	23822	.....do	12	
8107	Millersburgh, Will-	Northern Central Rwy.	21.21	83325	.....do	18	
8108	iamstown, lewisburg, Line-	Meadville and Line-	45	31026	apt. 6.2 by 6.2, 1 l.	6.18	
8109	ville. Glenside, Broad-	Pennsylvania R. R....	9.85	25320	no apt.	12	
8110	side. Hartley Hall, Nord-	Northeast Pennsylv-	27.16	28320	apt. 8 by 6, 1 l.	12	
8111	mont. Manor Station, Cla-	Williamsport and North Branch R. R.	3.90	9419	no apt.	12	
8112	ridge. Jersey Shore, Gazzam.	Pennsylvania R. R....	117.01	280	apt. 7.6 by 6.6, 1 l.	12	
8113	Tyrone, Benore.....	Beech Creek R. R. ....	25.91	9214	no apt.	12	
		Pennsylvania R. R....					

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
42.75		47.88		1,000.35		1,067.72		July 1	Weighted 30 days from Feb. 19, 1889. 1.10 m. increase.
54.72		49.59		2,241.33		2,012.85		July 1	Weighted 30 days from Feb. 19, 1889. 0.37 m. increase.
42.75		42.75		445.02		461.27		July 1	Weighted 30 days from Feb. 19, 1889. 0.38 m. decrease.
42.75		42.75		258.21		257.35		July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. increase.
51.30		52.16		1,812.42		2,735.82		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		413.96		376.20		July 1	Weighted 30 days from Feb. 19, 1889. 0.80 m. increase.
42.75		42.75		461.70		461.70		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		44.40		742.90		752.12		July 1	Weighted 30 days from Feb. 19, 1889. 0.38 m. increase. Pay also adjusted on 2.16 m. extension, Madera to Belsama Mills, from July 16, 1888.
50.45		43.61		814.26		711.71		July 1	Weighted 30 days from Feb. 19, 1889. 0.18 m. decrease.
42.75		42.75		550.19		532.66		July 1	Weighted 30 days from Feb. 19, 1889.
73.53		70.67		2,171.34		2,134.13		July 1	Weighted 30 days from Feb. 19, 1889. 0.40 m. decrease.
66.69		49.50		3,280.48		2,443.29		July 1	Weighted 30 days from Feb. 19, 1889. 0.08 m. decrease.
90.18		76.95		4,416.48		3,441.20		July 1	Weighted 30 days from Feb. 19, 1889. 0.19 m. decrease.
42.75		42.75		545.49		544.20		July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. increase.
45.32		44.46		953.53		935.43		July 1	Weighted 30 days from Feb. 19, 1889.
77.81		43.61		1,650.35		920.17		July 1	Weighted 30 days from Feb. 19, 1889. 0.11 m. increase.
50.45		42.75		2,270.25		1,906.65		July 1	Weighted 30 days from Feb. 19, 1889. 0.40 m. increase.
46.17		42.75		454.77		420.23		July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. increase.
37.88		44.46		1,300.42		1,207.53		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		106.72		184.25		July 1	Weighted 30 days from Feb. 19, 1889. 0.41 m. decrease.
47.88		8.62		5,602.43		1,000.00		July 1	Weighted 30 days from Feb. 19, 1889. 1 m. increase. \$1,000 per annum to June 30, 1889, as per agreement with the railroad company.
42.75		42.75		1,107.65		1,094.82		July 1	Weighted 30 days from Feb. 19, 1889. 0.3 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

(Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.		Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.	Miles per hour.		
	PENNSYLVANIA—cont'd.					Feet and inches.	
8114	Washington, Waynesburgh.	Waynesburgh and Washington R. R.	29.31	593	17	no apt. ....	12
8115	Bangor Junction (n. o.), Pa., Brainard's, N. J.	Bangor and Portland Rwy.	4.57	296	20	.....do .....	21
8116	Honesdale, Carbondale.	Delaware and Hudson Canal Co.	20.15	245	14	.....do .....	12
8117	Philadelphia (3d and Berks st. station), Newtown.	Philadelphia, Newtown and New York R. R.	23.30	382	30	.....do .....	18.48
8118	Latrobe, Ligonier. ....	Ligonier Valley R. R..	10.78	167	15	.....do .....	12
8119	Shenandoah, Mahanoy Plane.	Philadelphia and Reading R. R.	6.88	296	18	.....do .....	24
8120	Brislin, Goss Run Junction (n. o.).	Pennsylvania R. R. ...	1.07	61	18	.....do .....	12
8121	Bradford, Pa., Olean, N. Y.	Western New York and Pennsylvania R. R.	21.72	132	16	no apt. ....	18
8122	Summit City, Bradford	.....do .....	9.03	64	15	.....do .....	9
8123	Pittsburgh, Pa., Youngstown, Ohio.	Pittsburgh and Lake Erie R. R.	67.30	5,744	27	apt. 19 by 9.2, 2 1 .....	39.52
8124	Columbia, Pa., Port Deposit, Md.	Pennsylvania R. R. ....	39.52	164	20	apt. 11 by 6.4, 1 1 .....	6
8125	Allegheny, New Castle.	Pittsburgh and Western Rwy.	61.31	1,222	25	apt. 20 by 9, 1 1 .....	23.13
8126	D. and M. Junction (n. o.), Shippensburg,	Harrisburg and Potomac R. R.	28.70	178	18	no apt. ....	12
8127	Montour Junction (n. o.), Imperial.	Montour R. R. ....	11	154	20	.....do .....	12
8128	Portland, Nazareth. ...	Bangor and Portland Rwy.	27.60	455	20	apt. 7.1 by 6.9, 1 1 .....	13.78
8129	Irwin, Blackburn. ....	Pennsylvania Gas Coal Co.'s Youghiogbeny R. R.	8.54	60	20	no apt. ....	6
8130	Daguerobonda, Daguer Mines.	Northwestern Mining and Exchange Co.	6.08	116	12	.....do .....	15
8131	Laudenburgh, Pomeroy.	Pennsylvania R. R. ....	19.25	54	15	.....do .....	6
8132	Bradford, Smethport. .	Bradford, Bordell and Kinzua R. R.	25.83	268	16	apt. 9.7 by 6.11, 1 1 between Bradford and Kinzua Junction (n. o.). 9.84 m.	16.57
8133	Kinzua Junction (n. o.), Eldred.	.....do .....	14.17	462	16	apt. 9.7 by 6.11, 1 1 .....	12
8134	Lumber Yard (n. o.), Ebersvale.	Lehigh Valley R. R. ...	6.14	180		no apt. ....	12
8135	Tunnel (n. o.), Eckley.	.....do .....	1.21	40		.....do .....	6
8136	Blossburgh, Morris Run.	New York, Lake Erie and Western R. R.	3.79	59	22	.....do .....	6
8137	Junction, Quarryville	Reading and Columbia R. R.	23.31	687	15	apt. 12.8 by 8.11, 1 1 .....	13.83



States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m. miles.]

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Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
67.55	.....	64.13	.....	1,079.89	.....	1,066.58	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.42 m. decrease.
49.50	.....	47.03	.....	226.62	.....	214.92	.....	July 1	Weighted 30 days from Feb. 19, 1889.
45.32	.....	42.75	.....	913.19	.....	747.27	.....	July 1	Weighted 30 days from Feb. 19, 1889. 2.67 m. increase.
55.58	.....	52.16	.....	1,295.01	.....	1,214.28	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. increase.
42.75	.....	42.75	.....	460.84	.....	461.70	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
49.59	.....	42.75	.....	341.17	.....	295.83	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. decrease.
42.75	.....	42.75	.....	45.74	.....	44.46	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. increase.
42.75	.....	42.75	.....	928.53	.....	1,012.32	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.96 m. decrease.
42.75	.....	42.75	.....	386.03	.....	383.46	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.06 m. increase.
178.70	.....	150.48	.....	12,026.51	.....	9,906.69	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.47 m. increase.
42.75	.....	43.61	.....	1,689.48	.....	1,727.82	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.10 m. decrease.
94.91	.....	70.11	.....	5,818.93	.....	4,278.81	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.28 m. increase.
42.75	.....	42.75	.....	1,226.92	.....	1,232.05	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.12 m. decrease.
42.75	.....	42.75	.....	470.25	.....	470.25	.....	July 1	Weighted 30 days from Feb. 19, 1889.
60.71	.....	42.75	.....	1,675.59	.....	1,117.48	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.46 m. increase.
42.75	.....	42.75	.....	365.08	.....	364.65	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. increase.
42.75	.....	42.75	.....	259.92	.....	256.92	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.07 m. increase.
42.75	.....	42.75	.....	822.93	.....	792.58	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.71 m. increase.
47.03	.....	43.61	.....	1,214.78	.....	1,141.70	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.35 m. decrease.
60.71	.....	55.58	.....	860.26	.....	792.01	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.08 m. decrease.
42.75	.....	42.75	.....	262.48	.....	260.33	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.09 m. decrease.
42.75	.....	42.75	.....	51.72	.....	51.30	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. increase.
42.75	.....	42.75	.....	162.02	.....	160.74	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. increase.
71.82	.....	43.61	.....	1,674.12	.....	1,024.83	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.19 m. decrease.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.		Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Average weight of mails carried over entire route per day. Pounds.	Miles per hour. Feet and inches.	
8138	PENNSYLVANIA—cont'd. Saxton, Dudley .....	Huntington and Broad Top Mountain R. R. and Coal Co.	5.93	61 15	no apt.....	6
8139	Lawrenceville, Harrison Valley.	Fall Brook Coal Co....	33.34	725 25	apt. 10.8 by 7, 2 1 .....	12
8140	Holidaysburgh Junction (n. o.), Newry.	Pennsylvania R. R. ....	2.89	84 ..	no apt .....	12
8141	Broad Ford, Mount Pleasant.	Baltimore and Ohio R. R.	10.42	133 20	.....do .....	6
8142	Fall Brook, Blossa- burgh.	Fall Brook Coal Co....	7.75	46 12	.....do .....	9
8143	Negley, Verona. ....	Allegheny Valley R.R.	5.38	63 12	.....do .....	12
8144	Port Allegany, Con- dersport.	Condersport and Port Allegany R. R.	17.47	309 ..	.....do .....	12
8145	Mercersburgh Junction (n. o.), Mercers- burgh.	Cumberland Valley R. R.	2.62	781 22	apt. 15 by 8.7, 1 l.....	12
8146	West Brownsville, Uniontown.	Pennsylvania R. R. ....	18.81	83 22	no apt .....	6
8147	Clarion Junction (n. o.), Clarion.	Pittsburgh and Western Rwy.	6.92	276 20	.....do .....	21
8148	North Clarendon, Cherry Grove.	Warren and Farnsworth Valley R. R.	10.47	68 11	.....do .....	9
8149	Lebanon, Cornwall ...	Cornwall R. R. ....	6.36	94 ..	.....do .....	12
8150	Williamsport, Stokes- dale Junction (n. o.).	Fall Brook Coal Co ...	78.49	756 25	apt. 15 by 9, 2 l. Williamsport to Jersey Shore, 16.09 m.; 1 l. residue, 62.40 m.	7.22
8151	Youngwood Station (n. o.), United.	Pennsylvania R. R. ....	11.60	87 10	no apt .....	12
8152	Branchton, Hilliard's.	Pittsburgh, Shenango and Lake Erie R. R.	10.47	88 20	.....do .....	12
8153	Sunbury, Lewisburgh	Philadelphia and Reading R. R.	9.89	62 24	no apt.....	10.79
8154	Cornwall, Conewago (n. o.).	Cornwall and Lebanon R. R.	16.60	50 30	.....do .....	12
8155	Pay not adjusted.					
8156	New Castle Junction (n. o.), New Castle.	Pittsburgh and Lake Erie R. R.	2.40	525 27	no apt.....	37
8157	Springfield Junction (n. o.), Mines.	Pennsylvania R. R. ....	8.20	61 11	.....do .....	6
8158	Vacant.....					
8159	Pittsburgh, New Haven.	Pittsburgh and Lake Erie R. R.	59.04	425 21	apt. 9.6 by 6.4, 1 l.....	6
8160	Philadelphia, Chestnut Hill R. R. Station (n. o.).	Pennsylvania R. R. ....	11.86	670 25	no apt.....	37
8161	Holmesburgh Junction (n. o.), Bustleton R. R. Station (n. o.).	.....do .....	4.05	175 18	.....do .....	18
8162	Springfield Station (n. o.), St. Peter's.	Wilmington and Northern R. R.	7	87 25	.....do .....	12
8163	Roaring Spring, Ore Hill.	Pennsylvania R. R. ....	3.27	54 15	.....do .....	6

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l, line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
42.75				253.50		264.19		July 1	Weighted 30 days from Feb. 19, 1889. 0.25 m. decrease.
73.53		42.75		2,451.49		1,385.95		July 1	Weighted 30 days from Feb. 19, 1889. 0.92 m. increase.
42.75		42.75		123.54		130.81		July 1	Weighted 30 days from Feb. 19, 1889. 0.17 m. decrease.
42.75		42.75		445.45		443.74		July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. increase.
42.75		42.75		331.31		326.61		July 1	Weighted 30 days from Feb. 19, 1889. 0.11 m. increase.
42.75		42.75		229.90		231.70		July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. decrease.
50.45		42.75		881.36		751.11		July 1	Weighted 30 days from Feb. 19, 1889. 0.1 m. decrease.
76.10		53.87		199.38		142.21		July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
42.75		42.75		804.12		803.70		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. increase.
47.88		42.75		331.32		274.45		July 1	Weighted 30 days from Feb. 19, 1889. 0.50 m. increase.
42.75		42.75		447.50		447.59		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		271.89		267.18		July 1	Weighted 30 days from Feb. 19, 1889. 0.11 m. increase.
74.29		76.95		5,838.87		6,042.11		July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. decrease.
42.75		42.75		495.90		474.09		July 1	Weighted 30 days from Feb. 19, 1889. 0.51 m. increase.
42.75		42.75		447.50		447.59		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		422.79		399.71		July 1	Weighted 30 days from Feb. 19, 1889. 0.54 m. increase.
42.75		42.75		709.65		725.04		July 1	Weighted 30 days from Feb. 19, 1889. 0.36 m. decrease.
64.98		54.72		155.95		166.89		July 1	Weighted 30 days from Feb. 19, 1889. 0.65 m. decrease.
42.75		42.75		350.55		350.55		July 1	Weighted 30 days from Feb. 19, 1889.
									Covered by route 8011 for July 1, 1889.
58.14		50.45		3,432.53		3,092.27		July 1	Weighted 30 days from Feb. 19, 1889. 0.47 m. decrease.
70.97		65.84		841.70		780.89		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		173.13		172.71		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. increase.
42.75		42.75		299.25		299.25		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		139.79		143.64		July 1	Weighted 30 days from Feb. 19, 1889. 0.09 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.		Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.	Miles per hour.	Feet and inches.	
PENNSYLVANIA—cont'd.							
8164	Warren, Pa., Salamanca, N. Y.	Western New York and Pennsylvania R. R.	42.09	850	25	apt. 14 by 8.6, 1 l.....	12
8165	Irvona, Punxsutawney.	Clearfield and Jefferson Rwy.	83.40	438	20	apt. 6.10 by 6.10, 1 l....	12
8166	Turbotville, Watsonstown.	Wilkes Barre and Western Rwy.	6.10	64	16	no apt.....	6
8167	Keating, Karthaus....	Pennsylvania R. R....	22.15	69	13	.....do.....	6
8168	Coalport, Cresson....	Cresson, Clearfield County and New York Short Route R. R.	25.22	114	25	.....do.....	6
8169	Hazleton, New Boston.	Lehigh Valley R. R....	18.75	352	23	apt. 9 by 6, 1 l.....	24
8170	Luzerne, Alderson....	.....do.....	13.26	70	21	no apt.....	12
8171	Forest House, Austin.	Sinnemahoning Valley R. R.	8.99	129	12	.....do.....	12
8172	Jameson City, Bloomsburgh.	Bloomsburgh and Sullivan R. R.	30.42	221	20	.....do.....	12
8173	Silver Brook, Silver Brook Junction (n.o.).	Lehigh Valley R. R....	2.59	34	23	.....do.....	6
8174	Wilkes Barre, Rock Glen Junction (n.o.).	Pennsylvania R. R....	39.58	261	28	apt. 9 by 6, 1 l.....	12
8175	New Boston, Pottsville.	.....do.....	10.09	355	24	apt. 9 by 6, 1 l.....	24
8176	Goff, Donohoe Station (n.o.).	.....do.....	4.26	80	..	no apt.....	12
8177	Vacant.						
8178	Beech Tree Junction (n.o.), Beech Tree.	Buffalo, Rochester and Pittsburgh Rwy.	8.03	58	30	.....do.....	12
8179	Wampum Junction (n.o.), Kenwood Junction (n.o.)	Pennsylvania Co.....	12.92	2,583	25	apt. 20.7 by 9 av., 2 l.	15
8180	Rock Hill Furnace, McNeal.	East Broad Top R. R. and Coal Co.	11.08	32	15	.....do.....	6
8181	Bear Creek, Bear Creek Junction (n.o.).	Lehigh Valley R. R....	5.43	19	23	.....do.....	6
DELAWARE.							
9501	Wilmington, Delmar..	Philadelphia, Wilmington and Baltimore R. R.	98.67	4,543	..	apt. 20.6 by 7.7, 2 l. to Dover; 48.35 m. 1 l. residue.	24.65
9502	Delmar, Del., Crisfield, Md.	New York, Philadelphia and Norfolk R. R.	38.27	1,937	23	apt. 25 by 8.6, 1 l.....	15.96

States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
53.01	.....	23.70	.....	2,231.19	.....	1,000.00	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.10 m. decrease. \$1,000 per annum, as per agreement to June 30, 1889.
59.00	.....	48.74	.....	1,970.60	.....	1,631.32	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.07 m. decrease.
42.75	.....	42.75	.....	260.77	.....	279.15	.....	uly 1	Weighted 30 days from Feb. 19, 1889. 0.43m. decrease.
42.75	.....	42.75	.....	946.91	.....	947.76	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
42.75	.....	42.75	.....	1,078.15	.....	1,051.65	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.62 m. increase.
53.01	.....	47.03	.....	993.93	.....	849.35	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.69 m. increase.
42.75	.....	42.75	.....	566.86	.....	601.06	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.80 m. decrease.
42.75	.....	42.75	.....	384.32	.....	392.57	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.2 m. decrease.
43.61	.....	42.75	.....	901.85	.....	884.07	.....	July 1	Weighted 30 days from Feb. 19, 1889. 9.74 m. extension from Benton to Jameson City; from Apr. 1, 1889, not weighed.
42.75	.....	42.75	.....	110.72	.....	111.57	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. decrease.
47.03	.....	44.46	.....	1,861.44	.....	1,759.72	.....	July 1	Weighted 30 days from Feb. 19, 1889.
53.01	.....	47.02	.....	534.87	.....	480.07	.....	July 1	Weighted 50 days from Feb. 19, 1889. 0.12 m. decrease.
42.75	.....	42.75	.....	182.11	.....	183.39	.....	July 1	Weighted 20 days from Feb. 19, 1889. 0.03 m. decrease. Pay adjusted from Apr. 16, 1888, to June 30, 1889, on 4.29 m.
42.75	.....	51.30	.....	129.53	.....	115.42	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.78 m. increase. Formerly part of route No. 6127.
135.95	.....	135.95	.....	1,756.47	.....	1,699.37	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.42 m. increase.
42.75	.....	42.75	.....	473.67	.....	473.67	.....	July 1	Weighted 30 days from Feb. 19, 1889. Service established Jan. 21, 1889.
42.75	.....	42.75	.....	232.13	.....	232.13	.....	July 1	Weighted 30 days from Feb. 19, 1889. Service established Feb. 6, 1889.
164.16	.....	152.19	.....	16,197.66	.....	14,780.69	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.55 m. increase.
124.89	.....	107.73	.....	4,777.24	.....	4,118.51	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. increase.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	DELAWARE—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
9503	Clayton, Del., Oxford, Md.	Philadelphia, Wilmington and Baltimore R. R.	54.91	634.26		apt. 10.10 by 6.6, 1 l. to Easton, 44.17 m.	12
9504	Georgetown, Lewes...	do .....	15.21	210.30		apt. 11.10 by 6.8, 1 l. ....	12
9505	Wilmington, Del., Landenburgh, Pa.	Baltimore and Ohio R. R.	20.25	104.17		apt. 7.6 by 6.10, 1 l. ....	6
9506	Harrington, Del., Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R.	78.34	435.27		apt. 10.11 by 6.9 (av.), 1 l.	6.64
9507	Newark, Delaware City.	do .....	12.76	122.18		no apt .....	13.24
	MARYLAND.						
10001	Bay View (n. o.), Md., Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore R. R.	92	96,951.30		r. p. o. 60 by 8.7, 3 l.; apt. 18 by 7.6 (av.), 3 l. to Wilmington, 26.86 m.; 1 l. res., 65.14 m.	91.28
10002	Baltimore (Union Station), Md., Sunbury, Pa.	Northern Central Rwy	138.21	18,730...		r. p. o. 40 by 8.4, 1 l.; apt. 13.1 by 7.7 (av.), 1 l. to Harrisburg, 84.60 m.; 2 l. to Selin's Grove, 48.40 m.; 3 l. residue, 5.21 m.	31.89
10003	Baltimore, Md., Bellaire, Ohio.	Baltimore and Ohio R. R.	390.33	34,770.32		r. p. o. 52.2 by 9.1, 3 l. to Grafton, 294.4 m.; 1 l. res.; apt. 21 by 9.1 l. to Martinsburg, 114.2 m., and 1 l. between Grafton and Bellaire, 95.9 m.	36.11
10004	Araby, Frederick .....	do .....	3.85	810.22		no apt .....	55
10005	Weverton, Hagerstown.	do .....	24.43	439.22		apt. 7 by 4, 2 l. ....	15
10006	Baltimore, Williamsport.	Western Maryland R. R.	92.75	3,263.28		r. p. o. 44.6 by 9.1 l. between Baltimore and Hagerstown, 86.10 m. (40 feet authorized); apt. 19.6 by 8.2, 1 l.	21.68
10007	Annapolis, Annapolis Junction.	Annapolis, Washington and Baltimore R. R.	21.03	1,077.22		apt. 6.0 by 8.9, 1 l. ....	25
10008	Cambridge, Md., Seaford, Del.	Philadelphia, Wilmington and Baltimore R. R.	33.64	416.18		apt. 10 by 6, 1 l. ....	6
10009	Salisbury, Ocean City.	Wicomico and Pocomoke R. R.	31.07	185.20		apt. 9.8 by 4.7, 1 l. bet. Salisbury and Berlin, 23 m.	4.96
10010	Townsend, Del., Centreville, Md.	Philadelphia, Wilmington and Baltimore R. R.	35.23	535.25		apt. 11.10 by 6.8, 1 l. ....	12
10011	Cumberland, Md., Piedmont, W. Va.	Cumberland and Pennsylvania R. R.	33.79	780.17		apt. 10.4 by 8, 2 l. ....	12
10012	Clayton, Del., Chestertown, Md.	Baltimore and Delaware Bay R. R.	32.53	491.14		apt. 8.3 by 5.7 .....	6
10013	Bay View (n. o.), Md., Washington, D. C.	Baltimore and Potomac R. R.	45.53	97,874.29		r. p. o. 60 by 8.7, 3 l.; apt. 17.3 by 8.3 (av.), 1 l.	57.10
10014	Bowie, Pope's Creek ..	do .....	49.01	2,999...		apt. 9.7 by 8.9, 1 l. ....	6
10015	Peninsula Junction, Md., Cape Charles, Va.	New York, Philadelphia and Norfolk R. R.	73.14	1,519...		apt. 8.6 by 6.8, 1 l. ....	12

*States and Territories in which the contract term expired June 30, 1889—Continued.*

apartment; av., average; l., line or lines; m. miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	1889.	
69.26	.....	63.27	.....	3,803.06	.....	3,460.86	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.21 m. increase.
42.75	.....	42.75	.....	650.22	.....	684.85	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.81 m. decrease.
42.75	.....	42.75	.....	865.68	.....	832.77	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.77 m. increase.
59.00	.....	54.72	.....	4,622.06	.....	4,394.01	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.96 m. decrease.
42.75	.....	42.75	.....	545.49	.....	542.07	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.08 m. increase.
1,153.40	150.00	742.14	150.00	106,112.80	13,800.00	68,128.45	13,770.00	July 1	Weighted 60 days from Jan. 15, 1889. 0.2 m. increase.
317.21	25.00	238.55	25.00	43,841.59	3,455.25	32,922.28	3,450.25	July 1	Weighted 30 days from Feb. 19, 1889. 0.20 m. increase.
489.06	120.00	351.41	120.00	190,894.78	39,165.20	137,186.94	39,115.60	July 1	Weighted 60 days from Jan. 15, 1889. 0.06 m. decrease. r. p. o., \$120 per m. for 294.4 miles, Baltimore to Grafton; \$40 per m. for 95.93 m., Grafton to Bellaire.
76.95	.....	67.55	.....	296.25	.....	260.06	.....	July 1	Weighted 30 days from Feb. 19, 1889.
61.56	.....	55.58	.....	1,503.91	.....	1,365.04	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.13 m. decrease.
146.21	25.00	150.48	25.00	13,560.97	2,152.50	14,015.70	2,165.00	July 1	Weighted 30 days from Feb. 19, 1889. 0.39 m. decrease.
88.07	.....	67.55	.....	1,852.11	.....	1,423.95	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.05 m. decrease.
58.14	.....	51.30	.....	1,955.82	.....	1,725.73	.....	July 1	Weighted 30 days from Feb. 19, 1889.
42.75	.....	42.75	.....	1,328.24	.....	1,327.38	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. increase.
64.98	.....	54.72	.....	2,289.24	.....	1,929.42	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. decrease.
73.53	.....	59.00	.....	2,484.57	.....	1,993.61	.....	July 1	Do.
63.27	.....	65.84	.....	2,058.17	.....	2,048.28	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.42 m. increase.
1,167.67	150.00	733.59	150.00	52,708.71	6,829.50	33,304.98	6,810.00	July 1	Weighted 60 days from Jan. 15, 1889. 0.13 m. increase.
49.59	.....	46.17	.....	2,430.40	.....	2,262.79	.....	July 1	Weighted 30 days from Feb. 19, 1889.
106.88	.....	91.49	.....	7,817.29	.....	6,708.04	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.18 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
DELAWARE—cont'd.							
10016	Bayview (n. o.), Canton Docks (n. o.),	Northern Central Rwy.	2.10	128	..	no apt .....	3
10017	Baltimore, Md., Harper's Ferry, W. Va.	Baltimore and Ohio R. R.	81.49	2,272	24	apt. 19.6 by 8.7 (av.),	31.24.19
10018	Lake Roland, Stevenson.	Northern Central Rwy.	5.51	39	20	no apt .....	6
10019	Emmitsburg, Rocky Ridge.	Emmitsburg R. R. ....	7.19	222	..	.....do .....	18
10020	Intersection (n. o.), Pa., Glyndon, Md.	Western Maryland R. R.	20.71	735	..	apt. 14.8 by 7.5 .....	14.36
10021	Edgemont, Md., Chambersburgh, Pa.	.....do .....	21.95	128	22	no apt .....	18
10022	Baltimore, South Baltimore.	Baltimore and Ohio R. R.	7.63	65	19	.....do .....	12
10023	Perryville, Port Deposit.	Pennsylvania R. R. ....	4.58	332	20	apt. 11 by 6.4, 11 .....	21
10024	Baltimore, Md., Delta, Pa.	Maryland Central Rwy	44.70	458	18	apt. 8.5 by 5.8, 21 .....	13.16
10025	Brandywine, Mechanicsville.	Washington and Potomac R. R.	20	830	18	no apt .....	6
10026	St. Agnes Station (n. o.), Catonsville.	Baltimore and Potomac R. R.	4.01	104	18	.....do .....	12
10027	Philadelphia (Chestnut Street Station), Pa., Baltimore (Camden Station), Md.	Baltimore and Ohio R. R.	96	290	27	apt. 17.9 by 8.5, 11 .....	9
10028	Baltimore, Annapolis.	Annapolis and Baltimore Short Line R. R.	25.27	160	22	no apt .....	6
VIRGINIA.							
11001	Washington, D. C., Richmond, Va.	Richmond, Fredericksburg and Potomac R. R.	115.37	27,577	29	r. p. o. 50 by 8.9, 81 .....	20
11002	Washington, D. C., Lynchburgh, Va.	Richmond and Danville R. R.	174.04	39,071	26	r. p. o. 60 by 9.1, 1; 50 by 8.9, 11; 41.2 by 8.10, 11; apt. (av.) 14.4 by 6.5, 21 to W. O. & W. June (n. o.); 11 thence to Manassas.	32.37
11003	Manassas, Strasburgh.	.....do .....	62.86	602	18	apt. 12.9 by 6.9, 11 .....	3.24
11004	Alexandria, Round Hill	.....do .....	50.62	793	20	apt. 16 by 6.2, 11 .....	12
11005	Newport News, Va., Huntington, W. Va.	Chesapeake and Ohio Rwy.	497.54	2,614	28	apt. 20 by 8.11 .....	17.38
11006	Richmond, North Danville.	Richmond and Danville R. R.	140.88	3,806	26	r. p. o. 41.2 by 8.10, 11; (not auth.).	14
11007	Richmond, West Point.	.....do .....	38.72	729	20	apt. 10.6 by 6.8, 11 .....	12



States and Territories in which the contract term expired June 30, 1889—Continued.

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
42.75				89.77				June 24	Weighted 30 days from July 8, 1889.
131.67		76.95		10,729.78		6,242.95		July 1	Weighted 30 days from Feb. 26, 1889. 0.36 m. increase.
42.75		42.75		235.55		235.55		July 1	Weighted 30 days from Feb. 19, 1889.
43.61		42.75		313.55		290.08		July 1	Weighted 30 days from Feb. 19, 1889. 0.25 m. increase.
73.53		70.10		1,522.80		1,546.35		July 1	Weighted 30 days from Feb. 19, 1889. 0.39 m. increase.
42.75		42.75		938.30		937.50		July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. increase.
42.75		42.75		326.18		420.23		July 1	Weighted 30 days from Feb. 19, 1889. 2.15 m. decrease. From Nov. 19, 1888, on 2.83 m. extension, Brooklyn to South Baltimore.
52.16		49.59		238.89		222.65		July 1	Weighted 30 days from Feb. 19, 1889. 0.09 m. increase.
60.71		53.01		2,713.73		2,416.19		July 1	Weighted 30 days from Feb. 19, 1889. 0.88 m. decrease.
51.30		43.61		1,026.00		885.23		July 1	Weighted 30 days from Feb. 19, 1889. 0.30 m. decrease.
42.75		42.75		171.42		168.00		July 1	Weighted 30 days from Feb. 19, 1889. 0.08 m. increase.
48.74		42.75		4,679.04		4,104.00		July 1	Weighted 30 days from Feb. 19, 1889.
42.75		42.75		1,080.29		1,206.40		July 1	Weighted 30 days from Feb. 19, 1889. 2.95 m. decrease.
412.11	120.00	324.05	120.00	47,545.13	13,844.40	37,557.39	13,908.00	July 1	Weighted 30 days from Feb. 19, 1889. 0.53 m. decrease.
534.38	115.00	345.42	115.00	93,003.49	20,014.60	57,477.88	19,136.00	July 1	Weighted 30 days from Feb. 19, 1889. 6.59 m. ext. from Alexandria to Washington, from July 1, 1889.
68.40		64.98		4,209.62		4,089.19		July 1	Weighted 30 days from Feb. 19, 1889. 0.07 m. decrease.
76.10		66.69		3,852.18		3,376.51		July 1	Weighted 30 days from Feb. 19, 1889. 0.01 m. decrease.
136.80		118.85		68,063.47		58,970.99		July 1	Weighted 30 days from Feb. 19, 1889. 1.36 m. increase.
146.21		123.98		20,590.75		17,445.22		July 1	Weighted 30 days from Feb. 19, 1889. 0.12 m. increase.
73.53		59.00		2,847.08		2,284.48		July 1	Weighted 30 days from Feb. 19, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	VIRGINIA—continued.		Miles.	Pounds.		Feet and inches.	
11008	Richmond, Petersburg	Richmond and Petersburg R. R.	23.07	21, 109	32	r. p. o. 50 by 8.9, 2 l.	31
11009	Petersburgh, Va., Weldon, N. C.	Petersburgh R. R.	63.54	19, 231	32	r. p. o. 50 by 8.9, 2 l.	17
11010	Petersburgh, City Point	Norfolk and Western R. R.	10.56	27	20	no apt.	6
11011	Petersburgh, Norfolk.	.....do.....	82.85	1, 656	34	apt. 19.8 by 9.5, 1 l.	14
11012	Petersburgh, Lynchburgh.	.....do.....	123.03	2, 090	29	apt. 19.8 by 9.5, 1 l.	14
11013	Lynchburgh, Va., Bristol, Tenn.	.....do.....	204.85	8, 433	26	r. p. o. 40 by 8.10, 2 l.; apt. 18.3 by 8.7, 1 l. to New River Depot, 98.06 m.	17.88
11014	Glade Spring, Saltville	.....do.....	8.38	64	20	no apt.	6
11015	Portsmouth, Va., Weldon, N. C.	Seaboard and Roanoke R. R.	78.90	1, 022	31	apt. 12.2 by 8.6, 1 l.	13
11016	Lynchburgh, North Danville.	Richmond and Danville R. R.	65.74	30, 736	28	r. p. o. 60 by 9, 1 l.; 50 by 8.9, 1 l.	14
11017	Bermuda Hundred, Winterpock.	Bright Hope Rwy.	28.06	31	20	no apt.	6
11018	Washington, D. C., Alexandria, Va.	Alexandria and Washington R. R.	7.22	196	23	.....do.....	31
11019	Sutherland, Va., Milton, N. C.	Richmond and Danville R. R.	6.72	124	6	.....do.....	12
11020	Fredericksburgh, Orange C. H.	Potomac, Fredericksburgh and Piedmont R. R.	40.06	234	13	apt. 7 by 7.4, 1 l.	6
11021	Hagerstown, Md., Roanoke, Va.	Shenandoah Valley R. R.	230.76	1, 985	26	r. p. o. 44.6 by 9, 1 l. (40 feet anth.)	14
11022	Elba, Rocky Mount.	Richmond and Danville R. R.	37.31	101	12	apt. 5.3 by 5.1, 1 l.	6
11023	Richmond, Lynchburgh	Chesapeake and Ohio Rwy.	147.04	716	26	apt. 16 by 8, 1 l.	12
11024	Calverton, Warrenton.	Richmond and Danville R. R.	9.08	351	16	no apt.	31.50
11025	Orange Court-House, Gordonsville.	.....do.....	9.31	310	18	.....do.....	16
11026	Norfolk, Va., Edenton, N. C.	Norfolk Southern R. R.	76.50	895	27	apt. 12 by 6.9, 1 l.	12
11027	Clifton Forge, Lynchburgh.	Chesapeake and Ohio Rwy.	86.06	706	25	apt. 16 by 8, 1 l.	12
11028	Danville, Stuart.	Danville and New River R. R.	76.52	360	15	apt. 8.6 by 4.10, 1 l.	6.79
11029	Balcony Falls, Lexington.	Chesapeake and Ohio Rwy.	21.51	436	19	no apt.	12
11030	Suffolk, Va., Woodley, N. C.	Suffolk and Carolina Rwy.	38.40	81	20	apt. 6.11 by 5.8, 1 l.	6

States and Territories in which the contract term expired June 30, 1889, etc.—Continued.

apartment; av., average; L, line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
342.86	80.00	276.17	80.00	7,909.78	1,845.60	6,459.61	1,871.20	July 1	Weighted 30 days from Feb. 19, 1889. 0.32 m. decrease.
322.34	80.00	262.49	80.00	20,481.48	5,083.20	16,799.36	5,120.00	July 1	Weighted 30 days from Feb. 19, 1889. 0.46 m. decrease.
42.75		42.75		451.44		447.59		July 1	Weighted 30 days from Feb. 19, 1889. 0.09 m. increase.
112.86		94.91		9,350.45		7,799.70		July 1	Weighted 30 days from Feb. 19, 1889. 0.67 m. increase.
129.11		78.66		15,884.40		9,730.24		July 1	Weighted 30 days from Feb. 19, 1889. 0.67 m. increase.
206.91	50.00	183.89	50.00	42,385.61	10,242.50	37,574.85	10,220.00	July 1	Weighted 30 days from Feb. 19, 1889. 0.45 m. increase.
42.75		42.75		358.24		412.53		July 1	Weighted 30 days from Feb. 19, 1889. 1.27 m. decrease.
86.36		82.94		6,813.80		6,550.60		July 1	Weighted 30 days from Feb. 19, 1889. 0.08 m. decrease.
445.46	90.00	277.02	90.00	29,284.54	5,916.60	18,205.75	5,914.80	July 1	Weighted 30 days from Feb. 19, 1889. 0.02 m. increase.
42.75		34.20		1,199.66		978.40		July 1	Weighted 30 days from Feb. 19, 1889. 0.55 m. decrease.
42.75		347.90	115.00	302.65		2,582.08	853.30	July 1	Weighted 30 days from Feb. 19, 1889. 0.20 m. decrease.
42.75		42.75		287.28		310.36		July 1	Weighted 30 days from Feb. 19, 1889. 0.54 m. decrease.
44.46		42.75		1,781.06		1,667.25		July 1	Weighted 30 days from Feb. 19, 1889. 1.06 m. increase.
123.98	25.00	136.80	25.00	29,725.44	5,994.00	32,804.64	5,995.00	July 1	Weighted 30 days from Feb. 19, 1889. 0.04 m. decrease.
42.75		42.75		1,595.00		1,601.84		July 1	Weighted 30 days from Feb. 19, 1889. 0.16 m. decrease.
72.68		82.94		10,686.86		12,197.98		July 1	Weighted 30 days from Feb. 19, 1889. 0.03 m. decrease.
53.61		44.46		481.33		411.25		July 1	Weighted 30 days from Feb. 19, 1889. 0.17 m. decrease.
50.45		42.75		469.68		462.70		July 1	Weighted 30 days from Feb. 19, 1889. 0.11 m. decrease.
80.37		74.39		6,148.30		5,584.45		July 1	Weighted 30 days from Feb. 19, 1889. 1.43 m. increase.
72.68		61.56		6,254.84		5,183.35		July 1	Weighted 30 days from Feb. 19, 1889. 1.86 m. increase.
53.87		42.75		4,122.13		3,271.23		July 1	Weighted 30 days from Feb. 19, 1889.
59.90		46.17		1,269.09		1,021.74		July 1	Weighted 30 days from Feb. 19, 1889. 0.62 m. decrease.
42.75		42.75		1,641.60		1,789.94		July 1	Weighted 30 days from Feb. 19, 1889. 3.47 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	VIRGINIA—continued.		Miles.	Pounds.		Feet and inches.	
11031	Newport News, Fort-ress Monroe.	Chesapeake and Ohio Rwy.	10.06	577		no apt.....	19.50
11032	Keysville, Va., Dur-ham, N. O.	Richmond and Dan-ville R. R.	87.98	729	20	apt. 12 by 9, 1 l.....	7
11033	New River Depot, Po-cahontas.	Norfolk and Western R. R.	75.01	1,259	21	apt. 18.3 by 8.7, 1 l.....	14.23
11034	Claremont, Belfield....	Atlantic and Danville Rwy.	54.51	93	18	no apt.....	6
11035	Norfolk, Virginia Beach.	Norfolk and Virginia Beach R. R.	18.55	112	20	.....do .....	13
11036	Emporia, Va., Marga-retteville, N. C.	Maherrin Valley Rwy.	18.22	39	20	.....do .....	6
11037	Suffolk, Whaleyville..	Suffolk Lumber Co. R. R.	12.28	36	15	.....do .....	6
11038	North Danville, Va. Charlotte, N. C.	Richmond and Dan-ville R. R.	142.80	30,218	26	r. p. o. 60 by 9, 1 l.; 50 by 8.9, 1 l.	14
11039	Pulaski City, Ivanhoe Furnace.	Norfolk and Western R. R.	32.25	222	19	apt. 12 by 7, 1 l.....	9
11040	Bristol, Tenn., Spear's Ferry, Va.	South Atlantic and Ohio R. R.	41.26	335	20	apt. 9 by 8.6, 1 l.....	6
11041	Bremo Bluff, Arvonla.	Chesapeake and Ohio Rwy.	4.93	18	12	no apt.....	6
11042	Norfolk, Belfield .....	Atlantic and Danville Rwy.	77.95	86	13	.....do .....	6
11043	Graham, Tazewell C.H.	Norfolk and Western R. R.	20.89	269	18	.....do .....	6
11044	Lynchburgh, Rust-burgh.	Lynchburgh and Dur-ham R. R.	12.36	78	20	.....do .....	12
	WEST VIRGINIA.						
12001	Harper's Ferry, W. Va., Lexington, Va.	Baltimore and Ohio R. R.	166.38	1,678	24	apt. 21.2 by 9, 2 l. to Winchester; 1 l. red-ue.	16.60
12002	Grafton, Parkersburgh	.....do .....	103.80	31,239	31	r. p. o. 50.2 by 9.2, 2 l.; apt. 20.8 by 8.9, 1 l.	20.79
12003	Volcano Junction, Vol-cano.	Laurel Fork and Sand Hill R. R.	3.51	39	5	no apt.....	12
12004	Pennsborough, Ritchie O. H.	Pennsboro and Harris-ville Ritchie County Rwy.	9.25	162	12	.....do .....	12
12005	Wheeling Junction (n. o.), Wheeling.	Pittsburgh, Cincinnati and St. Louis Rwy.	24.45	1,710	26	apt. 19 by 9, 1 l.....	24

*States and Territories in which the contract term expired June 30, 1889, etc.—Continued.*

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
66.69	.....	65.84	.....	670.23	.....	707.78	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.70 m. decrease.
73.53	.....	43.61	.....	6,469.16	.....	5,520.58	.....	July 1	Weighted 30 days from Feb. 19, 1889. 24.15 m. ext., Clarksville to Oxford from June 13, 1888; 32.17 m. ext., Oxford to Durham from Dec. 10, 1888.
95.76	.....	56.43	.....	7,182.93	.....	4,158.32	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.32 m. increase.
42.75	.....	42.75	.....	2,330.30	.....	2,355.52	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.59 m. decrease.
42.75	.....	42.75	.....	793.01	.....	803.70	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.25 m. decrease.
42.75	.....	42.75	.....	778.90	.....	802.41	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.55 m. decrease.
42.75	.....	42.75	.....	524.97	.....	563.91	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.89 m. decrease.
440.33	90.00	271.04	00.00	62,879.12	12,852.00	38,815.83	12,888.90	July 1	Weighted 30 days from Feb. 19, 1889. 0.41 m. decrease.
43.61	.....	42.75	.....	1,406.42	.....	1,384.94	.....	July 1	Weighted 30 days from Feb. 19, 1889. 5.06 m. ext., Foster Falls to Austinville from Apr. 16, 1888; 3.22 m. ext., Austinville to Ivanhoe Furnace from June 25, 1888. 0.02 m. increase.
52.16	.....	42.75	.....	2,152.12	.....	1,903.05	.....	July 1	Weighted 30 days from Feb. 9, 1889. 9.34 m. ext., Estellville to Spear's Ferry from Aug. 27, 1888. 1.60 m. decrease.
42.75	.....	.....	.....	210.75	.....	.....	.....	1888. Oct. 1	Weighted 30 days from Feb. 19, 1889. New.
42.75	.....	.....	.....	3,332.36	.....	.....	.....	Nov. 19	Do.
47.03	.....	.....	.....	982.45	.....	.....	.....	Dec. 19	Do.
42.75	.....	.....	.....	512.57	.....	.....	.....	1889. Jan. 28	Weighted 30 days from May 7, 1889. New.
113.72	.....	92.34	.....	18,807.01	.....	15,285.96	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.16 m. decrease.
450.59	80.00	374.49	80.00	46,771.24	8,304.00	39,134.20	8,360.00	July 1	Weighted 30 days from Feb. 19, 1889. 0.70 m. decrease.
42.75	.....	42.75	.....	150.05	.....	300.10	.....	July 1	Weighted 30 days from Feb. 19, 1889. 3.51 m. decrease.
42.75	.....	42.75	.....	395.43	.....	388.50	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.16 m. increase.
115.43	.....	74.39	.....	2,822.26	.....	1,785.36	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.45 m. increase.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	WEST VIRGINIA—cont'd.		Miles.	Pounds.		Feet and inches.	
12006	Clarksburgh, Weston	Clarksbuurg, Weston and Midland R. R.	26.09	896	13	apt. 10 by 6, 1, 1	18
12007	Piedmont, Shaw	West Virginia Central and Pittsburgh Rwy.	10.97	464	20	apt. 8.6 by 7, 1, 1	11.60
12008	Winifrede Junction (n. o.), Winifrede.	Winifrede R. R.	4.54	48	20	no apt.	13
12009	Shaw, Davis	West Virginia Central and Pittsburgh Rwy.	45.61	380	20	apt. 8.6 by 7, 1, 1	12
12010	Charleston, W. Va., Point Pleasant Junction (n. o.), Ohio.	Kanawha and Ohio Rwy.	53.54	566	30	apt. 20 by 8.10, 1, 1	13
12011	Weston, Buckhannon	Weston and Buckhannon R. R.	16.36	327	13	no apt.	12
12012	Grafton, Belington	Grafton and Greenbrier R. R.	41.55	400	15	apt. 10.2 by 6, 1, 1	6
12013	Wheeling, Huntington	Ohio River R. R.	215.39	1,548	30	apt. 15.9 by 8.6, 1, 1	19.48
12014	Green Spring, Romney	Baltimore and Ohio R. R.	16.64	163	15	no apt.	12
12015	Benwood Junction (n. o.), Wheeling.	do	4.94	4,471	10	apt. (av.) 18.6 by 8.7, 2, 1.	53.50
12016	Blue Stone Junction (n. o.), Duhring.	Norfolk and Western R. R.	7.83	88	15	no apt.	6
12017	Morgantown, Fairmont	Baltimore and Ohio R. R.	26.17	821	18	apt. 17.8 by 8.7, 1, 1	12
12018	Vacant.						
12019	Piedmont, W. Va., Cumberland, Md.	West Virginia, Central and Pittsburgh Rwy.	28.18	437	22	apt. 8.6 by 7, 1, 1	9
12020	Vacant						
12021	Tunnelton, Kingwood.	Tunnelton, Kingwood and Fair Chance R. R.	11.26	126	10	no apt.	12
12022	Coopers, Elkhorn	Norfolk and Western R. R.	8.10	68	15	do	6
12023	Hancock Station (n. o.), Berkeley Springs.	Baltimore and Ohio R. R.	6.41	169	17	do	15
12024	Douglas Jackson Court House.	Ripley and Mill Creek Valley R. R.	18.40	143	8	do	6
	NORTH CAROLINA.						
13011	Bennettsville, S. C., Mount Airy, N. C.	Cape Fear and Yadkin Valley Rwy.	223.19	548	20	apt. 20 by 9.1, 1, 1	6.66
13033	Boykins, Va., Lewiston, N. C.	Roanoke and Tar River R. R.	35.45	207	21	apt. 10 by 8.10, 1, 1	6

*States and Territories in which the contract term expired June 30, 1889, etc.—Continued.*

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	1889.	
80.37	.....	76.10	.....	2,145.07	.....	2,060.02	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.38 m. decrease.
61.56	.....	42.75	.....	675.31	.....	390.73	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.83 m. increase.
42.75	.....	42.75	.....	194.08	.....	194.08	.....	July 1	Weighted 30 days from Feb. 19, 1889.
55.58	.....	42.75	.....	2,535.00	.....	1,958.79	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.21 m. decrease.
66.69	.....	47.03	.....	3,904.03	.....	2,807.69	.....	July 1	Weighted 30 days from Feb. 19, 1889. 1.16 m. decrease.
51.30	.....	44.46	.....	839.25	.....	724.25	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.07 m. decrease.
56.43	.....	48.73	.....	2,344.66	.....	2,040.66	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.45 m. decrease.
108.59	.....	75.24	.....	23,389.20	.....	12,963.09	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.22 m. decrease. Part between Point Pleasant and Huntington, 43.32 miles, under No. 12020 to June 30, 1889.
42.75	.....	42.75	.....	711.36	.....	711.36	.....	July 1	Weighted 30 days from Feb. 19, 1889.
163.31	.....	146.21	.....	806.75	.....	584.84	.....	July 1	Do.
42.75	.....	42.75	.....	334.73	.....	334.73	.....	July 1	Weighted 30 days from Feb. 19, 1889. 4.55 m. ext., Freeman's to Dubbing from May 21, 1888.
51.30	.....	45.32	.....	1,342.52	.....	1,176.05	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.22 m. increase.
59.00	.....	57.28	.....	1,662.62	.....	1,653.67	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.69 m. decrease.
.....	.....	.....	.....	.....	.....	.....	.....	.....	Covered by ext. of route No. 12013.
42.75	.....	42.75	.....	481.36	.....	468.11	.....	July 1	Weighted 30 days from Feb. 19, 1889. 0.31 m. increase.
42.75	.....	.....	.....	346.27	.....	.....	.....	1888. Nov. 5	Weighted 30 days from Feb. 19, 1889. New.
42.75	.....	.....	.....	274.02	.....	.....	.....	Dec. 10 1889.	Do.
42.75	.....	.....	.....	572.85	.....	.....	.....	Jan. 28 1889.	Weighted 30 days from March 26, 1889. New.
65.84	.....	53.01	.....	14,634.82	.....	12,022.84	.....	1889. Feb. 19	Weighted 30 days from Feb. 19, 1889. 8.34 m. ext., Pilot Mountain to Bliss from May 7, 1882. 6.59 m. ext., Bliss to Mount Airy from June 5, 1888.
42.75	.....	.....	.....	1,515.48	.....	.....	.....	1888. Mar. 19	Weighted 30 days from Feb. 19, 1889. 28.02 m. Boykins to Roxobel from March 19, 1888; 6.53 m. ext., Roxobel to Lewiston from Nov. 12, 1888. New.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.		Size, etc., of mail-car or apartment.	Average trips per week.
				Miles.	Pounds.		
	NORTH CAROLINA—continued.						
13034	Hamlet, Gibson Station.	Raleigh and Augusta Air Line R. R.	10.50	168	20	apt. 13.6 by 6.6, 1 l. ....	6
13035	Wilmington, Wrightsville.	Wilmington Seacoast R. R.	9.24	18	30	no apt. ....	6
13036	Cameron, Carthage ...	Carthage R. R. ....	10.78	133	20	.....do .....	6
	SOUTH CAROLINA.						
14026	Blackville, Petry .....	Blackville, Alston and Newberry R. R.	23.83	61	20	.....do .....	7
14028	Ravenels, Young's Island.	Charleston and Savannah Rwy.	5.70	89	30	.....do .....	9
14029	Atkins, Bishopville ...	Bishopville R. R. ....	15.79	37	15	.....do .....	6
	GEORGIA.						
15052	Macon, Madison .....	Covington and Macon R. R.	72.61	218	20	apt. 20.4 by 8.8, 1 l. ....	6
15056	Atlanta, Fort Valley ..	Atlanta and Florida R. R.	105.14	166	20	apt. 8.8 by 6.10, 1 l. ....	6
15057	Chattanooga, Tenn., Carrollton, Ga.	Chattanooga, Rome and Columbus R. R.	138.00	378	19	apt. 18 by 7, 1 l. ....	7
	FLORIDA.						
16019	Wildwood, Plant City.	Florida Central and Peninsular R. R.	65.80	212	24	apt. 13.2 by 6 (av.), 1 l. ....	6
16029	Monroe (n. o.), St. Petersburg.	Orange Belt Rwy. ....	149.28	490	19	apt. 13.5 by 7.6, 1 l. ....	7.25
16033	Ocala, Homosassa .....	Silver Springs, Ocala and Gulf R. R.	48.98	151	21	apt. 7.8 by 6, 1 l. ....	6



*States and Territories in which the contract term expired June 30, 1889, etc.—Continued.*

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1888.	
42.75	.....	.....	.....	448.87	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From March 12, 1888, pay at \$37.62 per m. New.
42.75	.....	.....	.....	395.01	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From June 11, 1888, pay at \$20.52 per m. New.
42.75	.....	.....	.....	460.84	.....	.....	.....	Oct. 29	Weighed 30 days from Feb. 19, 1889. New.
42.75	.....	.....	.....	1,018.72	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. 16.14 m., Blackville to Sally from March 12, 1888; 7.69 m. ext., Sally to Perry from Dec. 3, 1888. Pay prior to July 1, 1888, at \$21.38 per m. New.
42.75	.....	.....	.....	243.67	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From June 18, 1888, pay at \$25.65 per m. New.
42.75	.....	.....	.....	675.02	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. From June 25, 1888, pay at \$20.52 per m. New.
43.60	.....	42.75	.....	3,165.79	.....	2,544.48	.....	Nov. 19	Weighed 30 days from Nov. 19, 1888. 27.16 m. ext., Monticello to Madison from June 11, 1888.
42.75	.....	.....	.....	4,494.72	.....	.....	.....	Sept. 17	Weighed 30 days from Nov. 19, 1888. 51.26 m. Atlanta to Zebulon from May 14, 1888, at \$37.62 per m.; 25.63 m. ext., Zebulon to Culloden from Aug. 6, 1888; 28.35 m. ext., Culloden to Fort Valley from Sept. 17, 1888. New.
54.72	.....	.....	.....	7,551.36	.....	.....	.....	Sept. 24	Weighed 30 days from Feb. 19, 1889. New.
34.88	.....	34.20	.....	2,295.10	.....	2,042.46	.....	1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 43.14 m. ext., Massacreto Plant City from May 21, 1888. Land grant.
62.42	.....	44.46	.....	9,318.05	.....	2,114.33	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 64.94 m. ext., Mascotte to Tarpon Springs from Apr. 23, 1888; 43.08 m. ext., Tarpon Springs to St. Petersburg from July 16, 1888.
42.75	.....	42.75	.....	1,746.01	.....	739.25	.....	Feb. 4	Weighed 30 days from Feb. 19, 1889. 23.55 m. ext., Dunnellon to Homosassa from Feb. 4, 1889.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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	FLORIDA—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
16034	Tavares, Clermont . . . .	Tavares, Apopka and Gulf R. R.	29.34	92 13		no apt. ....	6
16035	Thomasville, Ga., Monticello, Fla.	Savannah, Florida and Western Rwy.	24.84	233 18		.....do .....	14
16036	Jacksonville, Mayport.	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	18.61	102 16		.....do .....	6
	ALABAMA.						
17011	Sheffield, Jasper . . . . .	Sheffield and Birmingham Coal, Iron and Rwy. Co.	87.70	234 21		apt. 14.9 by 8.9, 11. ....	7
17016	Opelika, Birmingham . . .	Savannah and Western R. R.	128.73	436 24		apt. 12.10 by 9, 11. ....	7
17021	Eufaula, Ozark . . . . .	.....do .....	59.51	223 13		apt. 24.8 by 9.1, 11. ....	7
17033	Rome, Ga., Atalla, Ala.	Rome and Decatur R. R.	63.70	179 10		apt. 8.4 by 6.10, 11. ....	6
17034	Mobile, Selma . . . . .	Mobile and Birmingham Rwy.	163.22	302 22		apt. (av.), 19.10 by 8.8, 11.	7
17035	Anniston, Attalla . . . . .	Anniston and Cincinnati R. R.	35.99	331 21		apt. 9 by 8.6, 11. ....	20
	MISSISSIPPI.						
18008	Middleton, Tenn., Pontotoc, Miss.	Ship Island, Ripley and Kentucky R. R.	62.68	180 13		apt. 8.6 by 6, 11. ....	7
18024	Amory, Aberdeen . . . . .	Kansas City, Memphis and Birmingham R. R.	13.98	87 18		no apt. ....	12
	TENNESSEE.						
19016	Dickson, Kimbina . . . . .	Nashville, Chattanooga and St. Louis Rwy.	47.07	188 10		apt. 7.8 by 5, 11. ....	6
19017	Columbus, Tenn., Sheffield, Ala.	Nashville and Florence R. R.	86.85	492 21		apt. 18 by 8.10, 11. ....	6
19021	Spring City, Jewett . . . .	Tennessee Central R. R.	12.31	60 12		no apt. ....	6
19022	Keathley (n. o.), Clinton.	East Tennessee, Virginia and Georgia Rwy.	30.57	811 16		apt. 15 by 9.5, 11. ....	7
19023	Iron City, Pinkney . . . . .	Nashville, Florence and Sheffield Rwy.	11.65	46 12		no apt. ....	6

*States and Territories in which the contract term expired June 30, 1889, etc.—Continued.*

apartment; av., average; l, line or lines; m., miles.]

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<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
42.75				1,254.28				1888. July 23	Weighted 30 days from Feb. 19, 1889. New.
44.46				1,104.38				Nov. 5	Do.
42.75				795.57				Dec. 24	Do.
44.46				3,899.14				July 9	Do.
59.00		54.72		7,595.07		7,337.15		1889. Feb. 19	Weighted 30 days from Feb. 19, 1889. 16.85 m. ext., Goodwater to Sylacauga from March, 1, 1888; 9.72 m. ext., Sylacauga to Childersburgh from June 25, 1888; 42.01 m. ext., Childersburgh to Birmingham from Sept. 24, 1888.
43.61		42.75		2,595.23		2,578.88		Feb. 19	Weighted 30 days from Feb. 19, 1889. 38.03 m. ext., Clayton to Ozark from Dec. 10, 1888.
42.75				2,723.17				1888. Nov. 12	Weighted 30 days from Feb. 19, 1889. New.
49.59				7,575.76				Nov. 12	Weighted 30 days from Feb. 19, 1889. 14.10 m., Marion Junction to Selma, lap service over route No. 17009 at \$12.83 per m. New.
51.30				1,846.28				Dec. 3	Weighted 30 days from Feb. 19, 1889. New.
42.75		42.75		2,084.03		2,183.80		July 2	Weighted 30 days from Feb. 19, 1889. 18.74 m. ext., New Albany to Pontotoc from July 2, 1888.
42.75				597.64				July 2	Weighted 30 days from Feb. 19, 1889. New.
42.75		45.31		2,012.24		2,124.10		1889. Feb. 19	Weighted 30 days from Feb. 19, 1889. 3.25 m. ext., Aetna to Kimmins from Jan. 21, 1889.
63.27		47.88		5,494.99		4,612.99		Feb. 19	Weighted 30 days from Feb. 19, 1889. 29.54 m. ext., St. Joseph, Tenn., to Sheffield, Ala., from Sept. 3, 1888.
42.75		42.75		477.95		350.13		Jan. 14	Weighted 30 days from Feb. 19, 1889. 2.99 m. ext., Balta to Jewett from Jan. 14, 1889.
76.95		42.75		2,352.36		1,779.84		Feb. 19	Weighted 30 days from Feb. 19, 1889. 13.83 m. ext., Oliver Springs to Clinton from Sept. 17, 1888.
42.75				498.03				1888. Oct. 15	Weighted 30 days from Feb. 19, 1889. New.

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				Miles.	Pounds.		
	TENNESSEE—continued.						
19028	Moffatt (n. o.), Troy...	Troy and Tiptonville R. R.	4.70	132	18	no apt .....	13
	KENTUCKY.						
20025	Huntington, W. Va., Cincinnati, Ohio.	Maysville and Big Sandy R. R.	100.88	2,492	30	apt. 20.5 by 8.10, 2 l. to Ashland 18.08 m.; 1 l. residue.	17.74
20037	Corbin, Pineville.....	Louisville and Nash-ville R. R.	81.43	284	15	apt. 14.9 by 9.6, 1 l. ....	16.60
20038	Elizabethtown, Hodg-ensville.	Hodgensville and Elizabethtown R. R.	11.70	124	18	no apt .....	22.79
20089	Louisville, Harrods-burgh.	Louisville Southern R. R.	84.80	646	20	apt. 15 by 9, 1 l. ....	6.50
	OHIO.						
21005	Cleveland, Ohio, Py-matuning (n. o.), Pa.	New York, Lake Erie and Western R. R.	88.46	5,440	25	apt. 18.3 by 9, 1 l. ....	29.21
21007	Elyria, Millbury .....	Lake Shore and Michi-gan Southern Rwy.	75.01	14,612	30	r. p. o. 60 by 9.2, 3 l. in-ward; apt. 28.6 by 9, 2 l.	26
21014	Columbus, Cincinnati.	Pittsburgh, Cincinnati and St. Louis Rwy.	120.29	36,660	31	r. p. o. 60 by 8.7, 2 l.; apt. (av.) 19.1 by 8.4, 1 l.	35
21015	Columbus, Ohio, In-dianapolis, Ind.	Chicago, St. Louis and Pittsburgh R. R.	189.66	69,420	30	r. p. o. 60 by 8.7, 4 l.; 40 by 8.7, 1 l.	41.58
21020	Sandusky, Ohio, Pe-oria, Ill.	Lake Erie and West-ern Rwy.	418.71	695	25	apt. 18.3 by 9.2, 1 l. ....	12.56
21026	Cincinnati, Ohio, Rich-mond, Ind.	Chicago, St. Louis and Pittsburgh R. R.	74.68	2,382	27	apt. 19.1 by 8.3, 1 l. ....	19
21032	Pittsburgh, Pa., Co-lumbus, Ohio.	Pittsburgh, Cincinnati and St. Louis Rwy.	103.85	92,178	24	r. p. o. 60 by 8.7, 6 l.; 40 by 8.7, 1 l.; apt. 19 by 9.9, 2 l. to Putnam; 1 l. thence to Steu-benville.	65.40
21045	Toledo, Ohio, Elkhart, Ind.	Lake Shore and Michi-gan Southern Rwy.	188.97	42,996	32	r. p. o. 60 by 9, 3 l.	29.50

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Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42.75				200.92				1888. Aug. 22	Weighed 30 days from Feb. 19, 1889. New.
135.09				21,733.26				1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 100.94 m., Ashland to Augusta from Oct. 22, 1888; 44.29 m. ext., Augusta, Ky., to Cincinnati, Ohio, from Jan. 15, 1889; 15.65 m. ext., Huntington, W. Va., to Ashland, Ky., from Feb. 19, 1889. New.
48.74				1,531.89				1888. May 21	Weighed 30 days from Feb. 19, 1889. 16.74 m., Corbin to Barboursville from Mar. 19, 1888; 14.69 m. ext., Barboursville to Pineville from May 21, 1888. New.
42.75				500.17				July 1	Weighed 30 days from Feb. 19, 1889. New.
70.11				5,945.32				July 16	Pay from June 7 1888, at \$31.64 per m. Weighed 30 days from Feb. 19, 1889. New.
175.28		176.98		15,508.77		15,650.88		1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 4.88 m. ext., Sharpville to Pymatuning (n. o.) from May 1, 1888.
273.60	50.00	300.96	65.00	20,522.73	3,750.50	22,575.00	4,875.65	1888. Sept. 30	Weighed 60 days from Jan. 17, 1889. r. p. o. pay adjusted from Jan. 17, 1889.
401.85	100.00	374.40	100.00	48,338.53	12,029.00	45,047.40	12,029.00	July 1	Weighed 60 days from Jan. 15, 1889.
859.28	225.00	865.41	225.00	162,971.04	42,673.50	152,754.06	42,673.50	July 1	Do.
71.82		71.82		30,071.74		27,121.38		July 16	Weighed 30 days from Feb. 19, 1889. 41.08 m. ext., Bloomington to Peoria from July 16, 1888.
133.38		131.67		9,954.14		9,878.29		1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 30.27 m. ext., Hamilton to Cincinnati from Jan. 7, 1889.
1,102.10	325.00	1,017.45	325.00	213,642.08	63,001.25	197,232.68	63,001.25	1888. July 1	Weighed 60 days from Jan. 15, 1889.
576.27	150.00	613.89	150.00	77,202.89	20,095.50	82,242.84	25,454.30	Sept. 30	Weighed 60 days from Jan. 17, 1889. r. p. o. pay adjusted from Jan. 17, 1889.

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			Miles.	Pounds.		Feet and inches.	
OHIO—continued.							
21050	Deshler, Findlay .....	Columbus, Findlay and Northern Rwy.	19.66	159.30		no apt.....	30.62
21075	Addison, Mich., Franklin, Ohio.	Cincinnati, Jackson and Mackinaw R. R.	190.20	465.23		apt. 14.2 by 7.3, 1 l. ....	6.12
21095	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern Rwy.	540.26	114,749.29		See parts .....	37.89
21095	Buffalo, Elyria .....	do .....	208.32			r. p. o. 60 by 9.7, 7 l.; 50 by 9, 1 l. ....	
21095	Elyria, Millbury .....	do .....	79.77			r. p. o. 60 by 9.7 l. out, 5 l. in, 50 by 9, 1 l. ....	
21095	Millbury, Toledo .....	do .....	8.07			r. p. o. 60 by 9.7 l.; 50 by 9, 1 l. ....	
21095	Toledo, Elkhart .....	do .....	142.90			r. p. o. 60 by 9.4 l.; 50 by 9, 1 l. ....	
21095	Elkhart, Chicago .....	do .....	101.20			r. p. o. 60 by 9.7 l.; 50 by 9, 1 l. ....	
21096	Marietta, Stewart ....	Marietta, Columbus and Northern R. R.	29.90	330.20		apt. 8.3 by 6.9, 1 l. between Marietta and Federal Junction (n. o.), 28 m. no apt. residue. ....	11.21
21100	Zanesville, Marietta...	Zanesville and Ohio River Rwy.	74.79	449.20		apt. 15 by 8.4, 1 l. ....	14.62
21102	Killbuck, Trinway....	Cleveland, Akron and Columbus Rwy.	34.14	214.25		apt. 15 by 8.7, 1 l. ....	6
21103	Darlington (n. o.), Dillon.	Columbus and Eastern R. R.	9.32	36.20		no apt.....	6
INDIANA.							
22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis R. R.	74.39	66,712.30		r. p. o. 60 by 8.7, 4 l.; 40 by 8.7, 1 l.; apt. 17.8 by 8.11 (av.) 2 l. ....	55
22044	Terre Haute, Ind., East St. Louis, Ill.	do .....	167.75	63,400.29		r. p. o. 60 by 8.7, 4 l.; 40 by 8.7, 1 l.; apt. 19.10 by 9, 1 l. ....	51.61
22053	Brasil, Saline City....	Evansville and Indianapolis R. R.	12.31	92.21		no apt.....	12
22057	Goodland, Ind., Mokence, Ill.	Chicago and Indiana Coal Rwy.	34.64	402.22		apt. 14 by 7.4, 1 l. ....	6
22058	Goshen, Ind., Sturgis, Mich.	Canada and St. Louis Rwy.	29.21	88.17		no apt.....	7.95
ILLINOIS.							
23007	Chicago, Ill., Burlington, Iowa.	Chicago, Burlington and Quincy R. R.	206	83,780.33		r. p. o. 60 by 9.8, 5 l. to Galeaburgh, 162.70 m.; 5 l. residue, 43.30 m.; apt. 27.8 by 8.9, 1 l. to Aurora, 87.60 m.; 11 by 6, 1 l. Gladstone to Burlington, 9.40 m. ....	59.29

States and Territories in which the contract term expired June 30, 1889, etc.—Continued.

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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 re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1888.	
42.75	.....	42.75	.....	840.45	.....	439.47	.....	Oct. 8	Weighed 30 days from Feb. 19, 1889. 9.49 m. ext., McComb to Findlay from Oct. 8, 1888.
61.56	.....	57.28	.....	11,708.71	.....	11,012.81	.....	Mar. 6	Weighed 30 days from March 6, 1889. 25.72 m. ext., Alfordton to Addison from July 9, 1888; 1.89 m. ext., from Carlisle to Franklin from Jan. 17, 1889.
1,343.21	.....	1,173.00	.....	725,682.63	.....	185,277.90	.....	Sept. 30 1889	Weighed 60 days from Jan. 17, 1889.
.....	390.00	.....	390.00	.....	.....	.....	.....	Jan. 17	Part.
.....	340.00	.....	325.00	.....	.....	.....	.....	Jan. 17	Do.
.....	390.00	.....	390.00	.....	.....	.....	.....	Jan. 17	Do.
.....	240.00	.....	200.00	.....	.....	.....	.....	Jan. 17	Do.
.....	390.00	.....	390.00	.....	.....	.....	.....	Jan. 17	Do.
51.30	.....	42.75	.....	1,533.87	.....	1,319.77	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 4.86 m. ext., Big Run to Stewart from Oct. 22, 1888.
59.85	.....	51.30	.....	4,476.18	.....	4,008.91	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 20.14 m. ext., Waterford to Marietta from July 11, 1888.
43.61	.....	42.75	.....	1,488.84	.....	1,472.82	.....	Feb. 19	Weighed 30 days from Feb. 19, 1889. 15.52 m. ext., Warsaw to Trinway from June 25, 1888.
42.75	.....	.....	.....	398.43	.....	.....	.....	July 1 1888.	Weighed 30 days from Feb. 19, 1889. New.
890.21	225.00	770.35	225.00	61,759.82	.....	18,737.75	.....	July 1	Weighed 60 days from Jan. 15, 1889.
795.15	225.00	737.01	225.00	133,386.41	.....	37,743.75	.....	July 1	Do.
42.75	.....	.....	.....	526.25	.....	.....	.....	July 1	Weighed 30 days from Feb. 19, 1889. New. Pay from April 23, 1888, at \$26.51 per mile.
56.43	.....	.....	.....	1,954.73	.....	.....	.....	Dec. 17 1889.	Weighed 30 days from Feb. 19, 1889. New.
42.75	.....	.....	.....	1,248.72	.....	.....	.....	Mar. 4	Weighed 30 days from Aug. 1, 1889. New.
1,012.82	300.00	850.73	300.00	268,537.92	.....	59,635.00	.....	July 1 1888.	Weighed 30 days from Jan. 15, 1889. r. p. o. on 162.70 m., at \$300 per m.; 43.30 m. at \$250 per m. Route under contract to Mar. 10, 1892.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	ILLINOIS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
23085	Chicago, Ill., Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	85.39	72,000	33	r. p. o., 60.1 by 9, 3 l.; 50.1 by 9.3, 2 l. (40 feet authorized).	48.25
23095	Chicago, Ill., Dubuque, Iowa.	Chicago, St. Paul and Kansas City, Rwy.	167.33	1,612	28	apt. 25 by 9.5, 1 l. ....	13
23097	Marion, Ill., Paducah, Ky.	St. Louis, Alton and Terre Haute R. R.	57.01	513	33	apt. 24 by 9, 1 l. ....	12.04
23098	Chicago, Ill., Kansas City, Mo.	Chicago, Santa Fé and California Rwy.	454.82	960	23	apt. 26.3 by 9.4, 1 l. to Fort Madison, 236.82 m.; 2 l. residue.	14.71
23100	Millstadt Junction (n. o.), Millstadt.	Mobile and Ohio R. R.	7	73		no apt. ....	12
23101	Chicago, Evanston ....	Chicago, Milwaukee and St. Paul Rwy.	12.60	84	16	.....do .....	12
23102	Streator, Walnut .....	Chicago, Burlington and Quincy R. R.	59.92	68	21	.....do .....	6
23103	Freeport, Ill., Madison, Wis.	Illinois Central R. R. Co., lessee of Chicago, Madison and Northern R. R.	63.16	716	25	apt. 15 by 7.3, 1 l. ....	6
23104	Red Oak, Ill., Dodgeville, Wis.	Illinois Central R. R. ..	57.35	263	22	apt. 15 by 7.2, 1 l. ....	6
	MICHIGAN.						
24006	Detroit, Jackson .....	Michigan Central R. R.	76.06	22,134	40	r. p. o. 44 by 9, 1 l (40 feet authorized); 50 by 9, 2 l apt. (av.) 18.6 by 8.11, 5½ l. to Wayne Junction, 18 m., 3½ l. residue.	66.83
24010	Jackson, Grand Rapids.	.....do .....	94.68	4,014	30	r. p. o. 50 by 9, 1 l. apt. 15.6 by 9, 1 l.	25
24065	Mount Pleasant, Cadillac.	Toledo, Ann Arbor and North Michigan Rwy.	64.57	959	24	apt. 16 by 9, 1 l. ....	16.52
24071	Bessemer, Mich., Mellen, Wis.	Penokee R. R. ....	33.72	47	22	no apt. ....	7



*States and Territories in which the contract term expired June 30, 1889 etc.—Continued.*

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1888.	
886.64	200.00	701.00	200.00	75,710.19	17,078.00	60,354.52	17,078.00	July 1	Weighed 30 days from Jan. 15, 1889. Route under contract to Mar. 13, 1892.
111.15	.....	65.83	.....	17,316.49	.....	6,292.08	.....	1889. Mar. 15	Weighed 30 days from Mar. 15, 1889. 71.74 m. ext. from German Valley to Dubuque from Apr. 9, 1888. 14.42 m. (Portage Curve (n. o.) to Dubuque), at \$22.23 per m.
64.13	.....	42.75	.....	3,656.05	.....	655.78	.....	Aug. 20	Weighed 30 days from Aug. 20, 1889. From Jan. 1, 1889, on 41.67 m. exten. from Parker City (n. o.) to Paducah.
83.79	.....	.....	.....	38,109.36	.....	.....	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. On 236.82 m., Chicago to Fort Madison, from Feb. 20, 1888. From May 28, 1888, on 218 m. exten. from Fort Madison to Kansas City. New.
42.75	.....	.....	.....	299.25	.....	.....	.....	1888. Apr. 30	Weighed 30 days from Mar. 15, 1889. From Apr. 30 to June 30, 1888, at \$23.09 per m. New.
42.75	.....	.....	.....	538.05	.....	.....	.....	Sept. 3	Weighed 30 days from Mar. 15, 1889. New.
42.75	.....	.....	.....	2,561.58	.....	.....	.....	Sept. 24	Do.
72.68	.....	.....	.....	4,590.46	.....	.....	.....	Oct. 1	Do.
47.03	.....	.....	.....	2,697.17	.....	.....	.....	Oct. 8	Do.
353.97	65.00	306.94	105.00	26,922.95	7,986.30	87,631.37	18,557.50	July 16	Weighed 30 days from Jan. 22, 1889. Route formerly from Detroit to Chicago; curtailed to end at Jackson from July 16, 1888. An additional line of 43 ft. r. p. o. cars authorized between Detroit and Jackson from July 16, 1888.
109.29	40.00	155.61	.....	16,028.37	3,787.20	14,733.15	.....	July 16	Weighed 30 days from Jan. 22, 1889. 1 l. 40 ft. r. p. o. cars authorized from July 16, 1888.
82.94	.....	.....	.....	5,355.43	.....	.....	.....	Sept. 16	Weighed 30 days from Feb. 20, 1889. New.
42.75	.....	.....	.....	1,441.53	.....	.....	.....	1887. Oct. 10	Weighed 30 days from Mar. 19, 1888. From Oct. 10, 1887, to June 30, 1886, at \$20.52 per m. New.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MICHIGAN—continued.		Miles.	Pounds.		Feet and inches.	
24077	Kalamazoo, Hastings.	Kalamazoo and Hastings Construction Co. (Limited), operating the Chicago, Kalamazoo and Saginaw Rwy.	31.08	143 16		no apt.....	9.77
24078	Ludington, Stetson ...	Mason and Oceana R. R.	29.15	44 13		no apt.....	6.41
24079	Grand Ledge, Grand Rapids.	Detroit, Lansing and Northern R. R.	53.95	982 31		apt. 20 by 9, 1 l.....	19
24081	Neetoria, Mich., Iron River, Wis.	Duluth, South Shore and Atlantic Rwy.	167.34	149 20		no apt.....	6
	WISCONSIN.						
25002	Milwaukee, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	198.42	53,758 34		r. p. o. 60.1 by 9, 3 l.; 50.1 by 9.3, 1 l. to Portage 93.59 m. (40 feet authorized). apt. 20.9 by 9.1, 1 l.	38.94
25031	Tomah, Minocqua ....	.....do .....	161.96	684 24		apt. 20.8 by 8.10, 1 l. to Merrill, 108.02 m.	6
25066	Chelsea, Rib Lake ....	Wisconsin Central R. R.	6.35	45 15		no apt.....	12
25067	Ashland, Wis., Duluth, Minn.	Northern Pacific R. R.	71.60	98 23		no apt.....	7
	MINNESOTA.						
26002	Benson, Minn., Watertown, Dak.	St. Paul, Minneapolis and Manitoba Rwy.	92.75	423 14		apt. 22.2 by 8.11, 1 l. to Forestville, 78.98 m.	6
26003	Moorhead, Minn., Wahpeton, Dak.	.....do .....	45.02	1,435 27		apt. 24.6 by 9.3, 1 l.....	7
26013	Minneapolis, Minn., La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	142.04	42,451 31		r. p. o. 60.1 by 9, 3 l.....	34
26026	Carman, Fosston .....	St. Paul, Minneapolis and Manitoba Rwy.	44.99	88 13		no apt.....	3
26041	Willmar, Minn., Sioux Falls, Dak.	Willmar and Sioux Falls Rwy.	148.06	284 14		.....do .....	6
26054	Duluth, Ely .....	Duluth and Iron Range R. R.	118.35	258 24		.....do .....	6
26062	St. Paul, Cardigan Junction (n. o.).	Minneapolis, St. Paul and Sault Ste. Marie Rwy.	8	900 20		apt. 16.7 by 7.6, 1 l.....	12
26063	Evansville and Tintab.	St. Paul, Minneapolis and Manitoba Rwy.	32.74	83 13		no apt.....	6

*States and Territories in which the contract term expired June 30, 1889, etc.—Continued.*

apartment; av., average; l. line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42.75	.....	.....	.....	1,328.67	.....	.....	.....	1888. May 1	Weighted 30 days from Feb. 20, 1889. From May 1 to June 30, 1888, at \$34.20 per m. New.
42.75	.....	.....	.....	1,246.16	.....	.....	.....	July 30	Weighted 30 days from Feb. 20, 1889. New.
84.65	.....	.....	.....	4,506.86	.....	.....	.....	Sept. 24 1889.	Do.
42.75	.....	.....	.....	7,153.78	.....	.....	.....	Feb. 18	Weighted 30 days from Mar. 15, 1889. New.
691.70	175.00	572.85	175.00	137,247.11	34,620.35	113,664.89	32,162.75	1888. July 1	Weighted 30 days from Jan. 15, 1889. r. p. o. cars on 104.83 m. \$150 per m. An additional line of 40 ft. r. p. o. cars between Portage and La Crosse from May 1, 1889. Route under contract to Mar. 13, 1892.
71.82	.....	72.67	.....	11,631.96	.....	9,524.13	.....	1889. Mar. 15	Weighted 30 days from Mar. 15, 1889. 30.90 m. ext. from Tomahawk to Minocqua from Nov. 12, 1888.
42.75	.....	.....	.....	271.46	.....	.....	.....	1888. Feb. 27	Weighted 30 days from Mar. 15, 1889. From Feb. 27 to June 30, 1888, at \$20.52 per m. New.
42.75	.....	.....	.....	8,064.74	.....	.....	.....	July 30	Weighted 30 days from Mar. 15, 1889. New.
58.14	.....	.....	.....	5,392.48	.....	.....	.....	Oct. 15	Weighted 30 days from Mar. 15, 1889. New.
106.02	.....	.....	.....	4,773.02	.....	.....	.....	Sept. 23	Do.
571.14	150.00	486.50	150.00	81,124.72	21,306.00	69,350.57	21,382.50	July 1	Weighted 30 days from from July 15, 1889. Route under contract to Mar. 13, 1892. Terminal distance at Minneapolis eliminated from July 1, 1889.
42.75	.....	.....	.....	1,923.32	.....	.....	.....	1889. Jan. 24	Weighted 30 days from Mar. 15, 1889. New.
48.74	.....	.....	.....	7,216.44	.....	.....	.....	Jan. 28	Do.
46.17	.....	42.75	.....	5,464.21	.....	4,115.54	.....	Mar. 15	Weighted 30 days from Mar. 15, 1889. 22.08 m. extens. from Tower to Ely, from Nov. 26, 1888.
81.23	.....	.....	.....	649.84	.....	.....	.....	1888. Apr. 16 1889.	Weighted 30 days from Mar. 15, 1889. New.
42.75	.....	.....	.....	1,399.63	.....	.....	.....	Feb. 18	Do.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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	IOWA.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
27005	Burlington, Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy R. R.	294	57,978	30	r. p. o. 60 by 9.3, 51....	36.12
27064	Fort Madison, Collett.	Fort Madison and Northwestern Rwy.	45.12	121	12	no apt.....	6
27100	Cherokee, Iowa, Sioux Falls, Dak.	Cherokee and Dakota R. R.	97.07	428	25	apt. 15 by 7.2, 11.....	6
27101	Cedar Rapids, Manchester.	Illinois Central R. R.	42.58	293	20	no apt.....	12
27102	Union Pacific Transfer (n. o.), Broadway depot in Council Bluffs.	Union Pacific Rwy....	1.76	621	20	.....do.....	49
27103	Des Moines, Iowa, St. Joseph, Mo.	Chicago, St. Paul and Kansas City Rwy.	161.34	477	27	apt. 15.5 by 7.6, 11.....	6.56
27104	Fort Dodge, Lehigh..	Mason City and Fort Dodge R. R.	14.97	91	15	no apt.....	6
	MISSOURI.						
28012	St. Joseph, Henry.....	St. Joseph and St. Louis R. R.	73.48	2,208	28	apt. (av.) 10 by 8, 21....	14
28045	Cape Girardeau, Williamsville.	Cape Girardeau Southwestern Rwy.	72.46	424	17	apt. (av.) 13.6 by 6.11, 11.	6
28055	Kansas City, Osceola..	Kansas City and Southern Rwy.	111.47	263	24	apt. 6.10 by 7.6, 11.....	6
28059	Boonville, Myrick Station (n. o.).	Missouri Pacific Rwy.	81.40	373	12	apt. 12.4 by 6.7, 21. to Marshall; 11. residue.	8.47
28065	Brownwood, Bollinger's Mills.	Cape Girardeau Southwestern Rwy.	8.63	36	16	no apt.....	6
28066	Willow Springs, Grandin.	Current River R. R....	80.92	145	19	apt. 7 by 6.11, 11.....	6
28067	St. Joseph, Mo., Atchison, Kans.	St. Joseph, St. Louis and Santa Fe Rwy.	21.50	1,373	27	apt. (av.) 16 by 8.3, 21.	14
28068	St. Louis, St. Peter's..	St. Louis, Keokuk and Northwestern R. R.	32.46	5,484	30	apt. (av.) 8.11 by 24.3, 20 11.	20

States and Territories in which the contract term expired June 30, 1889, etc.—Continued.

apartment; av., average; l., line or lines; m., miles.]

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Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1888.	
731.01	250.00	633.56	250.00	175,981.03	73,600.00	151,279.24	73,500.00	July 1	Weighted 30 days from Jan. 15, 1889, 276.10 m. land grant, Burlington to Pacific Junction, at \$589.60 per m. Route under contract to Mar. 10 1892.
42.75		42.75		1,928.88		1,780.11		1887. May 30	Weighted 30 days from Aug. 29, 1888. From July 1, 1887, on 3.48 m. extens. from Birmingham to Collett.
59.00				5,727.13				1888. Apr. 2	Weighted 30 days from Mar. 15, 1889. New.
48.74				2,075.34				Apr. 30	Do.
69.26				121.80				June 4	Do.
62.42				10,070.84				Oct. 1	Do.
42.75				639.96				Dec. 17	Do.
130.82		88.92		9,612.65		6,533.84		1889. Mar. 16	Weighted 30 days from March 16, 1889.
58.14		47.03		4,212.82		2,447.91		Mar. 15	Weighted 30 days from Mar. 15, 1889. 6.46 m. ext. from Wappapello to Chaonia from June 18, 1888; 13.95 m. ext. from Chaonia to Williamsville from Jan. 28, 1889.
109.01		42.75		5,120.74		1,040.85		June 28	Weighted 30 days from June 30, 1889. From Feb. 25, 1889, on 56.62 m. ext., East Lynne to Kansas City, and on 15.45 m. ext., Brown- ington to Osceola. 2.46 m. decrease from July 20, 1889.
54.72				4,454.20				1888. June 11	Weighted 30 days from Mar. 15, 1889. From June 11, 1888, on 47.82 m., Marshall to Myrick Station (n.o.) and from Oct. 22, 1888, on 33.58 m. ext. to Boonville. New.
42.75				368.93				Apr. 2	Weighted 30 days from Mar. 15, 1889. From Apr. 2 to June 30, 1888, at \$20.52 per m. New.
42.75				3,459.39				July 30	Weighted 30 days from Mar. 15, 1889. New.
100.89				2,160.17				Sept. 24	Weighted 30 days from March 16, 1889. New.
58.99				1,914.81				1889. Jan. 16	Weighted 30 days from Mar. 15, 1889. Lapserve over route 28004. New.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

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Number of route.	State and termin.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MISSOURI—continued.		Miles.	Pounds.		Feet and inches.	
28069	Joplin, Splitlog .....	Kansas City, Fort Smith and Southern Rwy.	34.64	6818		no apt. ....	18
	ARKANSAS.						
29023	Bald Knob, Ark., Memphis, Tenn.	St. Louis, Iron Mountain and Southern Rwy.	93.71	51718		apt. 14.5 by 9, 11 .....	7
29024	Jenson, Mansfield .....	St. Louis and San Francisco Rwy.	18.23	42824		apt. 9.8 by 7, 21 .....	14
	LOUISIANA.						
30003	New Orleans, La Fayette.	Morgan's Louisiana and Texas R. R., and Steamship Co.	149.92	8,22525		apt. 23 by 6.9, 21 .....	14
30010	La Fayette, La., Orange, Tex.	Louisiana Western R. R.	113.25	7,23126		apt. 22.6 by 9, 21 .....	14
30014	New Orleans, Covington.	East Louisiana R. R.	59.50	20522		no apt. ....	7
30018	Gibland, Homer .....	Louisiana North and South R. R.	19.63	18412		.....do .....	7
30019	Galveston, Ark., Shreveport, La.	St. Louis, Arkansas and Texas Rwy. Co. in Ark. and Mo.	61.04	16712		apt. 23.6 by 7.8, 11 .....	6
30020	New Orleans, Bohemia (n. o.).	New Orleans and Gulf R. R.	50.00	22817		apt. 7 by 6, 11 .....	6
30022	New Iberia, Avery .....	Morgan's Louisiana and Texas R. R. and Steamship Co.	10.05	2513		no apt. ....	7
	TEXAS.						
31012	Houston, Orange .....	Texas and New Orleans R. R.	106.33	7,04927		apt. 22.6 by 9, 21 .....	14
31022	Denison, Henrietta .....	Missouri, Kansas and Texas Rwy.	111.32	2,15919		apt. 16.5 by 6.10, 11 ...	9.55
31035	Dallas, Weatherford ..	Gulf, Colorado and Santa Fé Rwy.	93.78	80319		apt. 13.6 by 9, 11 .....	7
31048	Longview, Carthage ..	Galveston, Sabine and St. Louis Rwy.	39.80	19510		no apt. ....	6

*States and Territories in which the contract term expired June 30, 1889, etc.—Continued.*

apartment; n. o., new office; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.		
42.75				870.81				1889. Feb. 18	Weighed 30 days from Mar. 15, 1889. Pay not fixed on 14.27 m. ext., Neosho to Splitlog.
64.13		42.75		6,009.62		6,709.22		1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 79.66 m. ext., Augusta to Memphis, from Aug. 13, 1888.
59.00				1,075.57				1888. Mar. 12	Weighed 30 days from Mar. 2, 1889. New.
205.20				27,335.92				Nov. 1	Weighed 30 days from Nov. 1, 1888. 83.52 m. New Orleans to Morgan City, land grant, at \$164.16 per m.
194.08		137.66		21,979.56		15,589.99		Nov. 1	Weighed 30 days from Nov. 1, 1889.
42.75				2,543.62				May 14	Weighed 30 days from Dec. 4, 1888. New.
42.75				839.18				July 1	Weighed 30 days from Dec. 17, 1888. New. Pay from Apr. 16, 1888, at \$40.18 per m.
42.75				2,609.46				July 1	Weighed 30 days from Feb. 19, 1889. New. Pay from June 25, 1888, at \$37.62 per m.
44.46				2,223.00				Sept. 10	Weighed 30 days from Feb. 19, 1889. New.
42.75				429.63				1889. Feb. 11	Weighed 30 days from Feb. 19, 1889. New. Pay on 10.46 m. from Dec. 10, 1888, to Feb. 10, 1889.
192.37		137.66		20,454.70		14,637.38		1888. Nov. 1	Weighed 30 days from Nov. 1, 1888.
129.96		153.90		14,467.14		15,444.12		Feb. 20	Weighed 30 days from Feb. 20, 1888. 70.51 m. ext., Gainesville to Henrietta, from July 1, 1887.
49.50		54.43		4,650.55		5,020.59		1889. Feb. 19	Weighed 30 days from Feb. 19, 1889. 39.63 m. ext., Cleburne to Weatherford, from June 4, 1888.
42.75		42.75		1,701.44		1,483.58		1888. July 1	Weighed 30 days from Feb. 19, 1889. 7.70 m. ext., Tatum to Beckville from Feb. 20, 1888, at \$41.04 per m.; 9.59 m. ext., Beckville to Carthage from May 7, 1888, at \$41.04 per m.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	TEXAS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
31049	Temple, San Angelo.	Gulf, Colorado and Santa Fé Rwy.	227.09	1,042.18		apt. 13.6 by 9.1, 11....	7
31056	Taylor, Fayetteville...	Missouri, Kansas and Texas Rwy.	83.29	351.19		apt. 16.7 by 6.7, 11....	19
31062	Yoakum, West Point...	San Antonio and Aransas Pass Rwy.	50.23	125.10		apt. 8.7 by 7.2, 11.....	6
31063	San Marcos, Lockhart.	Missouri, Kansas and Texas Rwy.	17.12	244.12		no apt. ....	14
31064	Corsicana, Hillborough.	St. Louis, Arkansas and Texas Rwy. Co. in Texas.	42	300.10		apt. 23.7 by 8.1, 11....	7
31067	Commerce, Fort Worth	.....do .....	98.31	229.10		apt. 23.7 by 8.1, 11....	7
31068	Rockport, Gregory...	San Antonio and Aransas Pass Rwy.	21.47	107.20		no apt. ....	6
	INDIAN TERRITORY.						
32004	Kiowa, Kans., Pan Handle, Tex.	Southern Kansas Rwy.	217.20	301.21		apt. (av.) 21 by 9.5, 11....	7
32005	Van Buren, Ark., Wagner, Ind. T.	Kansas and Arkansas Valley Rwy.	83.66	352.14		apt. 14.2 by 9, 11.....	7
	KANSAS.						
33014	Lawrence, Carbondale.	Lawrence, Emporia and Southwestern Rwy.	33.75	59.18		no apt. ....	6
33039	Pittsburgh, Chanute..	Southern Kansas Rwy.	54.89	236.20		apt. 12 by 7.3, 11.....	7.51
33049	Beaumont, Anthony..	St. Louis and San Francisco Rwy.	117.11	347.22		apt. 12.1 by 7.4, 11.....	7
33057	Salina, Zurich.....	Salina, Lincoln and Western Rwy.	111.42	1,039.22		apt. 6.1 by 7 (av.), 11..	7
33063	Le Roy, Dearing .....	Verdigris Valley, Independence and Western R. R.	81.26	574.22		apt. 16.6 by 7, 11.5, and 1 add'l 1. between Yates Center and Sidel, 17 m.	8.46



*States and Territories in which the contract term expired June 30, 1889, etc.—Continued.*

apartment; av., average; l., line or lines; m., miles.]

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 re-adjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
87.21	.....	70.11	.....	19,894.51	.....	17,567.49	.....	Feb. 19	1889. Weighed 30 days from Feb. 19, 1889. 29.39 m. ext., Brownwood to Coleman from May 17, 1886; 37.48 m. ext., Coleman Junction (n. o.) to Ballinger from Aug. 16, 1886; 35.68 m. ext., Ballinger to San Angelo from Oct. 29, 1888.
53.01	.....	49.59	.....	4,415.20	.....	4,175.73	.....	Feb. 19	1889. Weighed 30 days from Feb. 19, 1889. 13.27 m. ext., LaGrangeto Fayetteville from Aug. 6, 1888.
42.75	.....	42.75	.....	2,146.04	.....	1,288.91	.....	July 1	1888. Weighed 30 days from Feb. 19, 1889. 20.05 m. ext., Platonio to West Point from Apr. 2, 1888.
45.32	.....			775.87	.....			Mar. 19	1889. Weighed 30 days from Feb. 19, 1889. New.
49.59	.....			2,082.78	.....			May 7	Do.
44.46	.....			4,370.86	.....			June 25	Do.
42.75	.....			917.84	.....			Sept. 17	Do.
55.58	.....	50.45	.....	12,071.97	.....	11,210.58	.....	Feb. 19	1889. Weighed 30 days from Feb. 19, 1889. 49.29 m. ext., Miami to Pan Handle from Apr. 9, 1888.
53.01	.....			4,445.41	.....			Sept. 17	1888. Weighed 30 days from Feb. 19, 1889. New.
42.75	.....			1,442.81	.....			July 1	1889. Weighed 30 days from Mar. 15, 1889. New. Pay from Apr. 2, 1888, at \$21.38 per m.
45.32	.....	42.75	.....	2,487.61	.....	2,381.31	.....	Mar. 15	1889. Weighed 30 days from Mar. 15, 1889. 13.53 m. ext., from Girard to Pittsburgh from Apr. 2, 1888.
53.01	.....	50.43	.....	6,208.00	.....	6,570.99	.....	Mar. 15	1889. Weighed 30 days from Mar. 15, 1889. 10.97 m. ext., from Bluff to Anthony from Aug. 15, 1888.
86.36	.....	54.72	.....	9,622.23	.....	7,500.12	.....	Mar. 15	1889. Weighed 30 days from Mar. 15, 1889. 5.30 m. ext., Luray to Waldo from July 10, 1888; 39.05 m. ext., Waldo to Zurich from Nov. 26, 1888.
66.69	.....	66.69	.....	5,419.22	.....	4,591.60	.....	June 10	1888. Weighed 30 days from Mar. 15, 1889. 12.41 m. ext., Independence to Dearing from June 10, 1888.

## H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
KANSAS—continued.							
33075	St. Joseph, Mo., Liberal, Kans.	Chicago, Rock Island and Pacific Rwy.	434.14	2,049	27	apt. 10.6 by 7.5 (av.), 3 l. to Horton, 40.60 m.; 1 l. thence to Topeka, 49.40 m.; 2 l. thence to McFarland, 32 m., and 1 l. residue.	14.14
33077	Bazaar, Barnard.....	Chicago, Kansas and Western R. R.	132.18	577	23	apt. 20.6 by 9.4, 1 l. between Strong and Barnard, 119.58 m.	6.90
33083	Coffeyville, Paola.....	Missouri, Kansas and Texas Rwy.	125.74	245	19	apt. 11.1 by 9.3, 1 l.....	7
33088	Keystone, Kans., Superior, Nebr.	Chicago, Kansas and Western R. R.	80.99	519	22	apt. 11.9 by 7.5, 1 l.....	7
33089	Belleville, McFarland.	Chicago, Rock Island and Pacific Rwy.	104.78	1,391	30	apt. 16.4 by 7.8, 1 l.....	14
33090	Le Roy, Madison.....	Interstate R. R.....	29.98	143	10	apt. 16.4 by 8.10, 1 l.....	6
33091	Kansas City, Mo., Paola, Kans.	Kansas City and Southwestern Rwy.	54.09	3,280	25	apt. 20.6 by 9.6, 1 l.....	14
33092	Bucklin, Dodge City..	Chicago, Rock Island and Pacific Rwy.	26.55	144	25	no apt.....	14
33093	Dexter, Arkansas City.	Grouse Creek Rwy....	26.26	56	15	.....do.....	7
33094	Warwick, Kans, Prosser, Nebr.	Pacific Rwy. Co. in Nebraska.	72.18	605	25	apt. 22.2 by 9 (av.), 1 l.	7
33095	Gypsum, Marquette..	Council Grove, Smoky Valley and Western Rwy.	27.51	1,861	25	apt. 20.6 by 9.6, 1 l.....	7
33096	Herington, Salina.....	Chicago, Rock Island and Pacific Rwy.	49.89	221	26	apt. 14.8 by 7.2, 1 l.....	7
33097	Dodge City, Montezuma.	Dodge City, Montezuma and Trinidad Rwy.	27.57	95	26	no apt.....	6
33098	Zurich, Colby.....	Union Pacific, Lincoln and Colorado Rwy.	93.61	684	27	apt. 6.1 by 7 (av.), 1 l.	7
NEBRASKA.							
34018	Norfolk Junction (n. o.), Verdigris.	Fremont, Elkhorn and Missouri Valley R. R.	53.91	360	12	apt. 10 by 7.6, 1 l. to Creighton.	6
34036	Grand Island, Alliance.	Grand Island and Wyoming Central R. R.	270.25	1,097	25	apt. 21 by 8.10, 1 l. to Whitman. no apt. residue.	6.82
34042	Elwood, Nebr., Cheyenne, Wyo.	Nebraska and Colorado R. R.	307.82	891	29	apt. 14 by 7, 1 l.....	7

*States and Territories in which the contract term expired June 30, 1889, etc.—Continued.*

apartment; av., average; L, line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
128.23	88.06			55,078.45		43,666.06		Mar. 15	Weighted 30 days from Mar. 15, 1889. 135.25 m. ext., Pratt to Liberal from May 1, 1888.
66.69	55.57			8,815.08		7,822.95		Mar. 15	Weighted 30 days from Mar. 15, 1889. 42.96 m. ext., from Keystone to Barnard from Mar. 26, 1888.
45.32	42.75			5,698.53		4,817.05		May 1	Weighted 30 days from May 1, 1889. 41.95 m. ext., Morantown to Kincaid from May 10, 1888; 40.15 m. ext., Kincaid to Paola from Feb. 17, 1889.
64.13	50.44			5,193.88		4,632.31		Mar. 15	Weighted 30 days from Mar. 15, 1889. 39.97 m. ext., Concordia, Kans., to Superior, Nebr., from Feb. 4, 1889.
101.75				10,061.36				1888.	
42.75				1,281.04				Apr. 9	Weighted 30 days from Mar. 15, 1889.
146.21				7,908.49				July 1	Do.
								May 14	Do.
42.75				1,135.01				July 1	Do.
42.75				1,122.61				July 1	Do.
68.40				4,937.11				July 2	Weighted 30 days from Mar. 16, 1889.
122.27				3,363.64				July 10	Weighted 30 days from Mar. 15, 1889.
43.61				2,175.70				Oct. 8	Do.
42.75				1,178.61				1889.	
								Jan. 1	Do.
71.82				6,715.88				Jan. 14	Do.
53.87	50.43			2,904.13		2,758.67		1889.	
								Mar. 15	Weighted 30 days from March 15, 1889. 11.38 m. ext., Creighton to Venturia from Feb. 17, 1889.
88.92	79.32			24,030.63		23,092.20		1888.	
								Oct. 1	Weighted 30 days from Oct. 1, 1888. 98.23 m. ext., Anselmo to Whitman from Feb. 20, 1888; 72.14 m. ext., Whitman to Alliance from May 10, 1888.
80.37	73.53			24,739.49		23,356.28		1889.	
								Mar. 15	Weighted 30 days from March 15, 1889. 105.16 m. ext., from Sterling to Cheyenne, Wyo., from Feb. 4, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
NEBRASKA—continued.							
34042	Elwood, Nebr., Sterling, Colo.	Nebraska and Colorado R. R.	Miles. 202.66	Pounds. 726 25		Feet and inches. apt 14 by 9, 11.....	7
34046	Orleans, Nebr., St. Francis, Kans.	Burlington and Missouri River R. R. Co. in Nebraska.	184.46	905 26		apt. 15.11 by 7.7, 11....	6
34050	Fairbury, Nebr., Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy.	454.47	1,596 28		apt. 16.4 by 7.8, 2 l. to Phillipsburgh, 128 33 m.; 1 l. residue, 326.14 m.	14
34056	Linwood, Superior....	Fremont, Elkhorn and Missouri Valley R. R.	122.79	453 21		apt. 20 by 9.3, 11.....	6
34058	Boelus, Nantasket.... N. DAKOTA.	Omaha and Republican Valley Rwy.	9.74	14 20		no apt.....	6
35015	Fargo, Edgeley.....	Fargo and Southwestern R. R.	110	425 21		apt. 24 by 8 10, 1 l. to La Moure, no apt. residue.	6
35032	Roscoe, Eureka.....	Chicago, Milwaukee and St. Paul Rwy.	26.70	129 15		no apt.....	6
35038	Watertown, Huron...	Duluth, Watertown and Pacific Rwy.	70.57	200 14		.....do.....	6
35039	Church's Ferry, St. John's. MONTANA.	St. Paul, Minneapolis and Manitoba Rwy.	55.00	96 12		.....do.....	3
36005	Butte City, Great Falls	Montana Central Rwy.	172.76	1,429 24		apt. 24.6 by 9.1, 11....	10
36007	Clough Junction (n. o.), Marysville.	Northern Pacific R. R.	12.97	123 17		no apt.....	7
36008	Missoula, Grantsdale.	Missoula and Bitter Root Valley R. R.	51.00	279 20		apt. 17.9 by 8.10, 1 l....	6
WYOMING.							
37002	Cheyenne, Wendover	Cheyenne and Northern Rwy.	123.21	409 ..		apt. 16.2 by 6.4, 1 l.....	6

*States and Territories in which the contract term expired June 30, 1889, etc.—Continued.*

apartment; av., average; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
73.53		42.75		14,901.58		13,537.41		1888. Oct. 1	Weighed 30 days from Oct. 1, 1888. 71.74 m. ext. Curtis to Grant from Oct. 17, 1887; 86.60 m. ext., Grant, Nebr., to Sterling, Colo., from May 14, 1888.
81.23		67.54		10,922.18		9,613.82		1889. Mar. 15	Weighed 30 days from Mar. 15, 1889. 38.89 m. ext. Blakeman to St. Francis, Kans., from Sept. 24, 1888.
110.30		55.57		50,128.04		43,065.66		Mar. 15	Weighed 30 days from Mar. 15, 1889. 33.73 m. ext. Phillipsburgh to Norton, Kans., from May 1, 1888; 106.03 m. ext., Norton to Goodland, Kans., from Aug. 15, 1888; 185.67 m. ext., Goodland, Kans., to Colorado Springs, Colo., from Jan. 7, 1889.
60.71		64.12		7,454.58		7,718.95		Mar. 15	Weighed 30 days from Mar. 15, 1889. 45.26 m. ext. from Geneva to Superior from Oct. 8, 1888.
42.75				416.38				1888. July 1	Weighed 30 days from Mar. 15, 1889.
58.14		57.29		6,395.40		6,320.50		1889. Mar. 15	Weighed 30 days from Mar. 15, 1889. 21.90 m. ext., LaMoure to Edgeley from May 10, 1888.
42.75		42.75		868.94		528.65		1888. June 1	Weighed 30 days from Mar. 15, 1889. 7.96 m. ext., Hillsview to Enreka, Dak. from June 1, 1888.
42.75				3,016.86				Dec. 17	Weighed 30 days from Mar. 15, 1889.
42.75				2,351.25				1889. Jan. 1	Do.
103.46		72.67		17,873.74		14,821.22		Mar. 15	Weighed 30 days from Mar. 15, 1889. 73.62 m. ext., Helena to Butte City from Jan. 28, 1889.
42.75				554.46				1888. July 1	Weighed 30 days from Mar. 15, 1889.
47.88				1,711.71				May 10	Weighed 30 days from Mar. 15, 1889. 35.75 m. Missoula to Victor from May 10, 1888; 15.25 m. ext., Victor to Grantsdale from Jan. 7, 1889.
57.29		44.40		7,058.70		5,733.86		1889. Mar. 15	Weighed 30 days from Mar. 15, 1889. 19.95 m. ext., Uva to Wendover from July 2, 1888.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
37003	Douglas, Casper .....	Fremont, Elkhorn and Missouri Valley R. R.	<i>Miles.</i> 54.46	<i>Pounds.</i> 194 18		<i>Feet and inches.</i> apt. 14 by 9.8, 1 l., between Douglas and Glenrock, 29.69 m.	6
	COLORADO.						
38034	Colorado Springs, Aspen.	Colorado Midland Rwy.	216.65	671 19		apt. 20.4 by 9.8, 1 l., between Colorado Springs and Leadville, 135.05 m.	11.96
38037	Montrose, Ouray .....	Denver and Rio Grande R. R.	36.36	541 18		no apt. ....	6
38039	Aspen Junction (n. o.), New Castle.	Colorado Midland Rwy.	35.98	211 22		.....do .....	7
	NEW MEXICO.						
39011	Esplanola, Santa Fé ...	Southern Trust Co. ...	38.85	300 20		apt. 13.4 by 7.4, 1 l. ....	6
39012	Lordsburgh, N. Mex., Clifton, Ariz.	Arizona and New Mexico Rwy.	71.51	137 15		no apt. ....	6
	ARIZONA.						
40005	Fairbank, Blaine .....	Arizona and South Eastern R. R.	36.37	90 15		no apt. ....	6
	IDAHO.						
42003	Coeur d'Alene, Burke.	Coeur d'Alene Rwy. and Navigation Co.	99.16	434 15		no apt. ....	6
	WASHINGTON.						
43007	Renton, Franklin ...	Columbia and Puget Sound R. R.	21.10	148 12		no apt. ....	6
43012	Stuck, Seattle .....	Puget Sound Shore R. R.	23.87	3,764 25		apt. 23.1 by 9, 2 l. ....	14
43015	Marshall, Wash., Genesee, Idaho.	Spokane and Pelouse Rwy.	104.31	787 21		apt. 18 by 8.10, 1 l. ....	7
43018	Seattle, Olney .....	Seattle, Lake Shore and Eastern Rwy.	43.25	218 20		no apt. ....	9.36
43019	La Crosse Junction (n. o.), Riparia.	Oregon Rwy. and Navigation Co.	24.60	1,142 24		apt. 24.6 by 9, 1 l. ....	7
43020	Woodinville, Snohomish.	Seattle, Lake Shore and Eastern Rwy.	14.84	188 20		no apt. ....	6
	OREGON.						
44001	Portland, Ashland ...	Oregon and California R. R.	342.58	4,552 20		r. p. o. 40 by 9.5, 1 l. (not auth'd).	9.17
44010	Albany Station (n. o.), Lebanon Station (n. o.).	.....do .....	12.50	171 17		no apt. ....	12

*States and Territories in which the contract term expired June 30, 1889, etc.—Continued.*

apartment; av., average; l., line or lines; m., miles.)

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42.75		46.31		2,328.16		2,405.73		1889. Mar. 15	Weighted 30 days from Mar. 15, 1889. 24.16 m. ext., Glenrock to Casper from Jan. 28, 1889.
70.97		57.28		15,333.06		13,480.80		Mar. 15	Weighted 30 days from Mar. 15, 1889. 80.75 m. ext., Leadville to Aspen from Jan. 28, 1889.
65.84				2,393.94				1888. Apr. 2	Weighted 30 days from Mar. 15, 1889.
42.75				1,538.14				1889. Jan. 28	Do.
49.50		42.75		1,926.57		1,665.12		May 15	Weighted 30 days from May 15, 1889.
42.75				3,057.05				1888. July 1	Weighted 30 days from Dec. 17, 1888.
42.75				1,554.81				1889. Feb. 17	Weighted 30 days from Mar. 21, 1889.
59.00		46.17		5,850.44		4,675.08		Mar. 15	Weighted 30 days from Mar. 15, 1889. 7.55 m. ext., from Wallace to Burke from May 1, 1888.
42.75		42.75		902.02		790.87		Sept. 17	Weighted 30 days from Mar. 15, 1889. 2.60 m. ext., Black Diamond to Franklin from Sept. 17, 1888.
153.05		42.75		3,227.71				Jan. 1	Weighted 30 days from Feb. 20, 1889. 10.37 m. ext. from Black River Junction (n. o.) to Seattle (Lap over 43002) from Jan. 1, 1889.
76.10		42.75		7,937.09		6,504.03		Mar. 15	Weighted 30 days from March 15, 1889. 61.34 m. ext. from Belmont, Wash., to Genesee, Idaho, from Oct. 8, 1888.
43.61				1,886.13				1888. Sept. 3	Weighted 30 days from Mar. 15, 1889.
91.49				2,250.65				Nov. 10 1889.	Do.
42.75				634.41				Jan. 28	Do.
164.16		109.44		56,237.93		37,491.95		1888. Sept. 24	Weighted 30 days from Sept. 24, 1888.
42.75				534.37				Apr. 9	Weighted 30 days from Mar. 15, 1889.

## H.—Table showing the re adjustment of the rates of pay per mile on railroad routes in

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termin.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEVADA.		Miles.	Pounds.		Feet and inches.	
45005	Reno, Nev., Liegan Station (n. o.), Cal.	Nevada and California R. R.	70.30	482 15		no apt .....	6
	CALIFORNIA.						
46005	Sacramento, Placerville	Sacramento and Placerville R. R.	60.75	792 20		apt. 6.6 by 6, 11 .....	10.08
46015	Elmira, Rumsey .....	Vaca Valley and Clear Lake R. R.	51.50	247 14		no apt .....	10.7
46036	Ignacio Station (n. o.), Junction S. V. R. R. (n. o.)	Marion and Napa R. R.	7.50	90 18		do .....	7
46038	Goshen, Alcalde .....	Southern Pacific R. R.	61.21	250 12		do .....	7
46055	Riverside, Los Angeles Junction (n. o.).	California Central Rwy	86	1,495 25		apt. 15.10 by 9.2, 11.1 to Orange, 50.40 m.	11.91
46056	San Bernardino, Redlands .....	do .....	9.25	247 25		no apt .....	22
46057	Oceanside, Escondido .....	do .....	22.77	219 15		do .....	7
46058	Los Angeles Station (n. o.), Port Ballona .....	do .....	18.07	48 10		do .....	6
46059	Perris, San Jacinto .....	do .....	20.16	180 15		do .....	6
46060	Napa Junction, Santa Rosa .....	Southern Pacific R. R.	37.53	248 10		do .....	10
46061	National City, Tia Juana .....	National City and Otay Rwy.	13.78	48 16		do .....	6.1
46062	Tia Juana Junction (n. o.), Oneonta .....	do .....	1.99	21 16		do .....	6
46063	Los Angeles Station (n. o.), Orazco .....	California Central Rwy.	31.82	2,840 25		apt. 23.9 by 9.2, 11.1 .....	14
46064	Hillsdale, New Almaden .....	Southern Pacific R. R.	10.20	89 11		no apt .....	6.50
46065	Tracy, Newman .....	do .....	37.18	150 15		do .....	7
46066	Fresno, Porterville .....	do .....	70.05	129 14		do .....	6
46067	Conrad Station (n. o.), Tustin City .....	do .....	11.05	140 20		do .....	14
Total .....							
Increase over former amount of pay by re adjustment .....							



States and Territories in which the contract term expired June 30, 1889, etc.—Continued.

apartment; av., average; l, line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
62.41	.....	62.41	.....	4,887.41	.....	2,825.92	.....	1888. Nov. 1	Weighed 30 days from March 15, 1889. 11.87 m. ext. from Camp Ham (n. o.) to Long Valley, Cal., from June 20, 1888; 13.15 m. ext. from Long Valley to Liegan Sta. (n. o.) from Nov. 1, 1888.
76.10	.....	65.84	.....	4,623.07	.....	3,199.82	.....	1889. Mar. 15	Weighed 30 days from Mar. 15, 1889. 12.15 m. ext., Shingle Springs to Placerville from June 15, 1888.
45.32	.....	43.61	.....	2,333.98	.....	2,286.93	.....	Mar. 15	Weighed 30 days from Mar. 15, 1889. 23.99 m. ext., Madison to Rumsey from Nov. 1, 1888.
42.75	.....		.....	320.62	.....		.....	1888. July 1	Weighed 30 days from Mar. 15, 1889.
30.93	.....	30.93	.....	2,260.48	.....	1,497.88	.....	1889. Feb. 17	Weighed 30 days from Mar. 15, 1889. 20.65 m. ext., from Huron to Alcaide from Feb. 17, 1889.
106.02	.....		.....	6,790.58	.....		.....	1888. Sept. 24	Weighed 30 days from Mar. 15, 1889. 37.90 m. Riverside to Santa Ana from Dec. 18, 1887, for which pay begins Sept. 24, 1888, as per agreement with Co. 21.95 m. ext. to Capistrano from Apr. 9, 1888; 26.06 m. ext. to Los Angeles Junction (n. o.), Sept. 24, 1888.
43.32	.....		.....	419.21	.....		.....	Apr. 9	Weighed 30 days from Jan. 15, 1889.
43.61	.....		.....	992.90	.....		.....	Apr. 9	Do.
42.75	.....		.....	772.49	.....		.....	July 1	Do.
42.75	.....		.....	861.84	.....		.....	Aug. 1	Do.
46.17	.....		.....	1,735.53	.....		.....	Aug. 20	Weighed 30 days from Mar. 15, 1889.
42.75	.....		.....	589.09	.....		.....	Sept. 10	Do.
42.75	.....		.....	85.07	.....		.....	Sept. 17	Do.
140.22	.....		.....	4,461.80	.....		.....	Oct. 1	Weighed 30 days from Jan. 15, 1889.
42.75	.....		.....	436.05	.....		.....	Nov. 1	Weighed 30 days from March 15, 1889.
42.75	.....		.....	1,589.44	.....		.....	Nov. 5	Do.
42.75	.....		.....	2,994.63	.....		.....	Nov. 8	Do.
42.75	.....		.....	472.38	.....		.....	Dec. 24	Do.
				8,226,775.86		7,008,276.34			
				7,008,276.34					
				1,218,499.52					

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the  
as compared with 1898,

No. of route.	State and termini.	Corporate title of company.	June 30, 1898.		
			Length of route.	Pay per annum.	Pay per mile.
<b>MAINE.</b>					
6	Portland and Bangor .....	Maine Central R. R. ....	Miles. 138.00	Dollars. 13,800.00	Dollars. 100.00
12	Bangor and Vanceborough .....	do .....	114.86	2,871.50	25.00
<b>NEW HAMPSHIRE.</b>					
1001	Concord and Nashua .....	Concord R. R. Corporation ..	86.28	907.00	25.00
1008	Concord and White River Junction.	Boston and Lowell R. R. Corporation.	69.76	1,744.00	25.00
<b>VERMONT.</b>					
2002	Windsor and Rouse's Point...	Central Vermont R. R. ....	158.77		
Part. Windsor and St. Albans ..	do .....		134.63	3,365.75	25.00
2004	Bellows Falls and Windsor ..	Sullivan County R. R. ....	25.50	637.50	25.00
2005	Brattleborough and Bellows Falls.	Vermont Valley R. R. Co. of 1871.	24.04	601.00	25.00
2010	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers R. R.	115.29		
Part. Newport and White River Junction.	do .....		105.15	2,628.75	25.00
<b>MASSACHUSETTS.</b>					
3001	Boston and Portland .....	Boston and Maine R. R. ....	109.35	10,935.00	100.00
3011	Boston, Mass., and Portland, Me.	do .....			
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	24,959.75	175.00
Part. Springfield and Albany .....	do .....		102.66		
3035	Boston and Providence .....	Boston and Providence R. R. ..	44.00	2,200.00	50.00
3062	Brattleborough, Vt., and New London, Conn.	Central Vermont R. R. ....	121.39		
Part. Brattleborough and South Vernon Junction (n. o.).	do .....		10.29	257.25	25.00
3067	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R. ....	51.88	1,297.00	25.00
<b>RHODE ISLAND.</b>					
4002	Providence and Groton .....	New York, Providence and Boston R. R.	61.80	3,090.00	50.00
<b>CONNECTICUT.</b>					
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	22,708.50	190.00
Part. New York and New Haven ..	do .....		73.37		
Part. New Haven and Springfield ..	do .....		62.63		
<b>NEW YORK.</b>					
6001	New York and Dunkirk .....	New York, Lake Erie and Western R. R.	459.55		
Part. New York and Hornellsville ..	do .....		331.16	31,628.40	80.00
Part. Hornellsville and Dunkirk ..	do .....		128.39		
6011	New York and Buffalo .....	New York Central and Hudson River R. R.	442.00		40.00

*fiscal years ending June 30, 1888, and June 30, 1889, and the increase or decrease of 1889 and the reasons therefor.*

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	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>		
138.00	13,800.00	100.00	.....	.....	2 lines 60 feet	
114.86	2,871.50	25.00	.....	.....	1 line 40 feet	
38.28	907.00	25.00	.....	.....	1 line 40 feet	
69.76	1,744.00	25.00	.....	.....	1 line 40 feet	
158.77			.....	.....		
134.63	3,365.75	25.00	.....	.....	1 line 40 feet	
25.50	637.50	25.00	.....	.....	1 line 40 feet	
24.04	601.00	25.00	.....	.....	1 line 40 feet	
115.29			.....	.....		
105.15	2,628.75	25.00	.....	.....	1 line 40 feet	
109.35	10,935.00	100.00	.....	.....	2 lines 60 feet	
116.33	2,908.25	25.00	2,908.25	.....	1 line 40 feet	1 line 40 feet R. P. O. estab- lished Aug. 20, 1888.
20.85	996.25	25.00	.....	.....	1 line 40 feet	
201.20			.....	.....		
98.68	29,891.25	225.00	4,931.50	.....	1 line 60 feet, 3	1 line 60 feet R. P. O. estab- lished Sept. 17, 1888.
102.06		75.00		.....	lines 55 feet, and 1 line 40 feet (45 feet reported).	
				.....	1 line 55 feet, and 1 line 40 feet (45 feet reported).	
44.00	2,200.00	50.00	.....	.....	1 line 55 feet	
121.39			.....	.....		
10.20	257.25	25.00	.....	.....	1 line 40 feet	
51.88	1,297.00	25.00	.....	.....	1 line 40 feet	
61.80	3,090.00	50.00	.....	.....	1 line 55 feet	
51.78	2,589.00	50.00	.....	.....	1 line 55 feet	
186.00			.....	.....		
73.37	29,508.50	240.00	6,800.00	.....	1 line 60 feet, 3	1 line 60 feet R. P. O. estab- lished Sept. 17, 1888.
62.63		190.00		.....	lines 55 feet, and 1 line 50 feet (55 feet reported).	
				.....	1 line 60 feet, 2 lines 55 feet, and 1 line 50 feet (55 feet reported).	
459.55			.....	.....		
831.16	31,628.40	80.00	.....	.....	2 lines 50 feet	
128.39		40.00	.....	.....	1 line 50 feet	
442.00			.....	.....		

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1888.		
			Length of route.	Pay per annum.	Pay per mile.
	NEW YORK—continued.				
Part.	New York and Syracuse.....	New York Central and Hud-	Miles. 291.50	Dollars.	Dollars.
Part.	Syracuse and Buffalo .....	son River R. R.	150.50	157,520.00	{ 370.00 330.00
		.....do .....			
6018	Syracuse and Rochester .....	.....do .....	104.00	4,160.00	40.00
	NEW JERSEY.				
7004	New York and Philadelphia..	Pennsylvania R. R.....	90.89	38,638.25	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 Philadel-	Philadelphia, Wilmington and	91.80	9,180.00	100.00
	phia.	Baltimore R. R.			
10002	Baltimore and Sunbury .....	Northern Central Rwy .....	138.01	3,450.25	25.00
10003	Baltimore and Bellaire.....	Baltimore and Ohio R. R.....	899.89		
Part.	Baltimore and Grafton.....	do .....	293.75	{ 39,115.60	{ 120.00 40.00
Part.	Grafton and Bellaire.....	do .....	96.64		
10006	Baltimore and Williamsport....	Western Maryland R. R.....	98.14		
Part.	Baltimore and Hagerstown...	do .....	86.60	2,165.00	25.00
10013	Bay View (n. o.) and Wash-	Baltimore and Potomac R. R..	45.40	4,540.00	100.00
	ington.				
	VIRGINIA.				
11001	Washington, D. C., and Rich-	Richmond, Fredericksburgh	115.90	13,908.00	120.00
	mond, Va.	and Potomac R. R.			
11002	Alexandria and Lynchburgh..	Richmond and Danville R. R..	166.40	19,136.00	115.00
11008	Richmond and Petersburg...	Richmond and Petersburg	23.39	1,871.20	80.00
		R. R.			
11009	Petersburgh, Va., and Wel-	Petersburgh R. R.....	64.00	5,120.00	80.00
	don, N. C.				
11013	Lynchburgh, Va., and Bris- }	Norfolk and Western R. R....	{ 54.24	{ 8,864.00	{ 25.00 50.00
	tol, Tenn. }		{ 150.18		
11016	Lynchburg and Danville Junc-	Richmond and Danville R. R..	65.72	5,914.80	90.00
	tion (n. o.).				
11018	Washington, D. C., and Alex-	Alexandria and Washington	7.42	853.30	115.00
	andria, Va.	R. R.			
11021	Hagerstown, Md., and Roa-	Shenandoah Valley R. R.....	239.80	5,995.00	25.00
	noke, Va.				
11038	North Danville, Va., and Char-	Richmond and Danville R. R.	143.21	12,888.90	90.00
	lotte, N. C.				
	WEST VIRGINIA.				
12002	Grafton and Parkersburgh ...	Baltimore and Ohio R. R.....	104.50	8,360.00	80.00
	NORTH CAROLINA.				
13002	Weldon and Wilmington.....	Wilmington and Weldon R. R.	162.07	12,965.60	80.00
	SOUTH CAROLINA.				
Part.?	Florence, S. C., and Wilming-	Wilmington, Columbia and	110.00	7,150.00	65.00
14002	ton, N. C.	Augusta R. R.			
14004	Charleston, S. C., and Savan-	Charleston and Savannah Rwy.	115.00	7,475.00	65.00
	nah, Ga.				
14006	Charleston and Florence .....	Northeastern R. R.....	102.00	6,630.00	65.00
	GEORGIA.				
15001	Atlanta, Ga., and Charlotte,	Richmond and Danville R. R..	268.08	24,122.70	90.00
	N. C.				

cars for the fiscal years ending June 30, 1888, and June 30, 1889, etc.—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	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>			
291.50	184,040.00	{ 430.00	{ 26,520.00	-----	{ 7 lines 60 feet, and 2 lines 50 feet.	{ 1 line 50 feet R. P. O. estab- lished Sept. 30, 1888; 1 line 60 feet R. P. O. estab- lished Jan. 29, 1889, and 1 line 60 feet established Feb. 14, 1889, superseding 2 lines of 50 feet R. P. O. over the whole route.	
150.50		{ 890.00			{ 7 lines 60 feet, and 1 line 50 feet.		
104.00	4,180.00	40.00	-----	-----	1 line 50 feet		
90.80	88,628.25	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	13,770.00	150.00	4,500.00	-----	3 lines 60 feet	1 line 60 feet R. P. O. allowed for from July 1, 1886.	
188.01	3,450.25	25.00	-----	-----	1 line 40 feet		
390.89	{ 89,115.00	{ 120.00	-----	-----	3 lines 50 feet	1 line 60 feet R. P. O. allowed for from July 1, 1886.	
298.75		{ 40.00	-----	-----	1 line 50 feet		
93.64	2,165.00	25.00	-----	-----	1 line 40 feet		
98.14			-----	-----	3 lines 60 feet		
88.60	6,810.00	150.00	2,270.00	-----			
45.40							
115.90	13,908.00	120.00	-----	-----	3 lines 50 feet		
166.40	19,196.00	115.00	-----	-----	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.		
23.39	1,871.20	80.00	-----	-----	2 lines 50 feet		
64.00	5,120.00	80.00	-----	-----	2 lines 50 feet		
{ 204.40	10,520.00	50.00	1,358.00	-----	2 lines 40 feet	{ 1 line 40 feet cars established Feb. 11, 1889, between Lynchburgh and Roanoke.	
85.72	5,914.80	90.00	-----	-----	1 line 60 feet; 1 line 50 feet.		
7.42	858.80	115.00	-----	-----	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.		
229.80	5,995.00	25.00	-----	-----	1 line 40 feet		
143.21	12,888.90	90.00	-----	-----	1 line 60 feet; 1 line 50 feet.		
104.50	3,360.00	80.00	-----	-----	2 lines 50 feet		
161.87	12,949.60	80.00	-----	16.00	2 lines 50 feet	Decrease in distance.	
110.40	7,176.60	65.00	26.00	-----	1 line 50 feet; 1 line 40 feet.	Increase in distance.	
115.00	7,475.00	65.00	-----	-----	1 line 50 feet; 1 line 40 feet.		
102.44	6,658.00	65.00	28.60	-----	1 line 50 feet; 1 line 40 feet.	Do.	
268.24	24,141.60	90.00	18.90	-----	1 line 60 feet; 1 line 50 feet.	Do.	

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1888.		
			Length of route.	Pay per annum.	Pay per mile.
GEORGIA—continued.					
15002	Atlanta, Ga., and Chattanooga, Tenn.	Western and Atlantic R. R.	Miles. 138.47	Dollars. 12,462.30	Dollars. 90.00
15003	Atlanta and West Point.....	Atlanta and West Point R. R.	87.36	4,368.00	50.00
15009	Savannah, Ga., and Jacksonville, Fla.	Savannah, Florida and Western Rwy.	171.50	11,147.50	65.00
15012	Macon and Atlanta.....	Central R. R. and Banking Co.			
Part 15016	Macon and Smithville.....	Southwestern R. R.			
Part 15023	Waycross and Albany.....	Brunswick and Albany R. R.			
15039	Smithville and Albany.....	Southwestern R. R.			
ALABAMA.					
17001	Montgomery, Ala., and West Point, Ga.	Western Rwy. Co. of Alabama.	96.21	4,810.50	50.00
17012	Mobile and Montgomery.....	Louisville and Nashville R. R.	180.57	9,028.50	50.00
17013	Mobile, Ala., and New Orleans, La.	do	141.43	7,071.50	50.00
17004	Montgomery and Decatur.....	South and North Alabama R. R.			
17015	Chattanooga, Tenn., and Meridian, Miss.	Alabama Great Southern R. R.			
MISSISSIPPI.					
18001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R.	550.80	16,524.00	30.00
18016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.			
TENNESSEE.					
19002	Bristol and Chattanooga.....	East Tennessee, Virginia and Georgia Rwy.	242.17	12,108.50	50.00
19006	Nashville, Tenn., and Decatur, Ala.	Louisville and Nashville R. R.			
KENTUCKY.					
20004	Cincinnati, Ohio, and Louisville, Ky.	Louisville and Nashville R. R.	109.00	6,540.00	60.00
20005	Louisville, Ky., and Nashville, Tenn.	do	185.00	11,100.00	60.00
20008	Bowling Green, Ky., and Memphis, Tenn.	do	263.15	7,864.50	30.00
20017	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.).	do	4.50	276.00	60.00
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	333.30	16,910.00	50.00
OHIO.					
Part 21001	Bellaire and Newark.....	Baltimore and Ohio R. R.	105.47	4,218.80	40.00
21002	Pittsburgh, Pa., and Chicago, Ill.	Pennsylvania Co.	468.30	23,410.00	50.00
21007	Elyria and Millbury.....	Lake Shore and Michigan Southern Rwy.	74.90	10,486.00	140.00
Part 21010	Chicago and Newark.....	Baltimore and Ohio R. R.	88.79	3,551.00	40.00
21014	Columbus and Cincinnati.....	Pittsburgh, Cincinnati and St. Louis Rwy.	120.05	12,005.00	100.00
21015	Columbus, Ohio, and Indianapolis, Ind.	Chicago, St. Louis and Pittsburgh R. R.	188.85	42,423.75	225.00
21019	{ Toledo, Ohio, and La Fayette, Ind., and Decatur, Ill. ... }	Wabash, St. Louis and Pacific Rwy.	204.70	23,851.80	50.00
			117.40		90.00
			151.27		40.00
21023	Dayton and Toledo.....	Dayton and Michigan R. R.			
21026	Cincinnati and Dayton.....	Cincinnati, Hamilton and Dayton R. R.			
21028	Cincinnati, Ohio, and Parkersburg, W. Va.	Cincinnati, Washington and Baltimore R. R.	195.15	15,612.00	80.00
21082	Pittsburgh, Pa., and Columbus, Ohio.	Pittsburgh, Cincinnati and St. Louis Rwy.	191.85	62,851.25	325.00

cars for the fiscal years ending June 30, 1888, and June 30, 1889, etc.—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	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>		
138.34	12,450.60	90.00	.....	11.70	1 line 50 feet; 2 lines 40 feet.	Decrease in distance.
87.36	4,368.00	50.00	.....	.....	2 lines 40 feet	
171.56	11,151.40	65.00	3.90	.....	1 line 50 feet; 1 line 40 feet.	Increase in distance.
103.91	2,597.75	25.00	2,597.75	.....	1 line 40 feet	Established Nov. 3, 1888.
83.57	2,089.25	25.00	2,089.25	.....	1 line 40 feet	Established Dec. 3, 1888.
111.56	2,789.00	25.00	2,789.00	.....	1 line 40 feet	Established Dec. 16, 1888.
24.12	603.00	25.00	603.00	.....	1 line 40 feet	Established Dec. 3, 1888.
86.60	4,330.00	50.00	19.50	.....	2 lines 40 feet	Increase in distance.
179.34	8,967.00	50.00	.....	61.50	2 lines 40 feet	Decrease in distance.
140.06	7,003.00	50.00	.....	68.50	2 lines 40 feet	Do.
183.86	4,506.50	25.00	4,506.50	.....	1 line 40 feet	Established July 1, 1888.
295.60	7,390.00	25.00	7,390.00	.....	1 line 40 feet	Do.
550.11	16,503.30	30.00	.....	20.70	1 line 45 feet	Decrease in distance.
196.30	4,907.50	25.00	4,907.50	.....	1 line 40 feet	1 line 40 feet authorized, Apr. 1, 1889.
242.79	12,139.50	50.00	31.00	.....	2 lines 40 feet	Increase in distance.
121.75	3,043.75	25.00	3,043.75	.....	1 line 40 feet	Established July 1, 1888.
109.00	6,540.00	60.00	.....	.....	2 lines 45 feet	
186.14	11,168.40	60.00	68.40	.....	2 lines 45 feet	Increase in distance.
262.70	7,881.00	30.00	.....	13.50	1 line 45 feet	Decrease in distance.
4.50	270.00	60.00	.....	.....	2 lines 45 feet	
338.70	16,935.00	50.00	25.00	.....	2 lines 40 feet	Increase in distance.
103.82	4,152.80	40.00	.....	66.00	1 line 50 feet	Decrease in distance.
468.20	23,410.00	50.00	.....	.....	1 line 60 feet	
75.01	4,875.65	65.00	.....	5,610.35	1 line 60 feet; 1 line 50 feet.	Increase in distance. De- crease in R. P. O. cars.
88.04	3,521.00	40.00	.....	30.00	1 line 50 feet	Decrease in distance.
120.29	12,028.00	100.00	21.00	.....	2 lines 60 feet	Increase in distance.
189.66	42,673.50	225.00	249.75	.....	4 lines 60 feet; 1 line 40 feet.	Do.
203.10	30,996.25	75.00	4,144.45	.....	1 line 60 feet; 1 line 50 feet.	Increase in distance and R. P. O. cars. Agreement with company for service to June 30, 1889.
119.80		100.00		.....	1 line 60 feet; 1 line 50 feet; 1 line 40 feet; 1 line 40 feet.	
151.35		25.00		.....	1 line 40 feet	
144.18	3,604.50	25.00	3,604.50	.....	1 line 40 feet	Authorized from July 1, 1888.
58.38	1,459.50	23.00	1,459.50	.....	1 line 40 feet	Do.
193.30	16,624.00	25.00	12.00	.....	2 lines 50 feet	Increase in distance.
183.85	63,001.25	325.00	650.00	.....	6 lines 60 feet; 1 line 40 feet.	Do.

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1888.		
			Length of route.	Pay per annum.	Pay per mile.
	OHIO—continued.				
21042	Cleveland and Gallion, Ohio ...	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	Miles. 80.00	Dollars. 14,230.00	Dollars. 75.00
	Gallion, Ohio, and Indianapolis, Ind.		164.60		50.00
21045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	138.80	25,422.00	190.00
21047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R. ....	271.00	10,840.00	40.00
21095	{ Buffalo, N. Y., and Cleveland, Ohio.	Lake Shore and Michigan Southern Rwy.	{ 183.20	142,805.00	{ 330.00
	Cleveland and Elyria, Ohio.		25.50		83.00
	Elyria and Millbury, Ohio...		79.30		215.00
	Millbury and Toledo, Ohio...		8.00		355.00
	Toledo, Ohio, and Elkhart, Ind.		142.70		140.00
	Elkhart, Ind., and Chicago, Ill.		101.80		830.00
21016	Gallion, Ohio, and Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	204.07	5,101.75	25.00
	INDIANA.				
22002	Indianapolis and Terre Haute.	Terre Haute and Indianapolis R. R.	74.39	16,737.75	225.00
22003	Indianapolis, Ind., and Cincinnati, Ohio.	Cincinnati, Indianapolis, St. Louis and Chicago Rwy.	111.40	10,026.00	90.00
22005	Indianapolis and La Fayette.	do .....	64.79	5,831.10	90.00
22008	Louisville Junction, Ky. (n.o.), and Chicago, Ill.	Louisville, New Albany and Chicago Rwy.			
22010	Cincinnati, Ohio, and East St. Louis, Ill.	Ohio and Mississippi Rwy....	338.20	23,674.00	70.00
22029	La Fayette, Ind., and Kankakee, Ill.	Cincinnati, La Fayette and Chicago R. R.	75.79	6,821.10	90.00
22044	Terre Haute, Ind., and East St. Louis, Ill.	Terre Haute and Indianapolis R. R.	166.09	37,505.25	225.00
	ILLINOIS.				
23001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy.	85.40	2,135.00	25.00
23002	Chicago and Freeport.	do .....	121.30	4,852.00	40.00
23008	Chicago, Ill., and Union Pacific Transfer (n.o.), Iowa.	do .....	489.90	28,821.00	
Part.	Chicago and Cedar Rapids ..	do .....	219.40		65.00
Part.	Cedar Rapids and Missouri Valley.	do .....	247.70		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.	206.00	58,948.00	
Part.	Chicago and Aurora .....	do .....	37.60		315.00
Part.	Aurora and Galesburgh ..	do .....	125.10		290.00
Part.	Galesburgh and Burlington.	do .....	43.30		250.00
23010	Galesburgh and Quincy .....	do .....	100.61	6,539.65	65.00
23015	Chicago, Ill., and Davenport, Iowa.	Chicago, Rock Island and Pacific Rwy.	182.63	11,870.95	65.00
23017	Chicago and East St. Louis.	Chicago and Alton R. R. ....	281.10	22,488.00	80.00
23020	Chicago and Cairo .....	Illinois Central R. R.	365.53	20,469.05	
Part.	Chicago and Kankakee .....	do .....	55.87		140.00
Part.	Kankakee and Centralia .....	do .....	196.23		50.00
Part.	Centralia and Cairo .....	do .....	113.43		25.00



cars for the fiscal years ending June 30, 1888, and June 30, 1889, etc.—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	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>		
79.74 162.18	{ 14,089.50	{ 75.00 50.00 }	{ ..... ..... }	140.50	{ 3 lines 40 feet... 2 lines 40 feet... }	Decrease in distance.
133.97	25,454.30	190.00	32.30	.....	3 lines 60 feet; 1 line 50 feet.	Increase in distance.
271.28	10,851.20	40.00	11.20	.....	1 line 50 feet	Do.
183.28	178,385.35	{ 390.00	{ 35,560.35	.....	{ 7 lines 60 feet; 1 line 50 feet. 7 lines 60 feet; 1 line 50 feet. 5 lines 60 feet; 1 line 50 feet. 7 lines 60 feet; 1 line 50 feet. 3 lines 60 feet; 1 line 50 feet. 7 lines 60 feet; 1 line 50 feet.	Increase in distance and R. P. O. cars.
25.06		{ 390.00				
79.77		{ 325.00				
8.07		{ 390.00				
142.90		{ 200.00				
101.20		{ 390.00				
204.00	5,102.25	25.00	0.50	.....	1 line 40 feet	
74.30	16,737.75	225.00	.....	.....	4 lines 60 feet; 1 line 40 feet.	
111.40	10,028.00	90.00	.....	.....	1 line 60 feet; 1 line 50 feet.	
64.91	5,841.90	90.00	10.80	.....	1 line 60 feet; 1 line 50 feet.	Increase in distance.
322.40	8,060.00	25.00	8,000.00	.....	1 line 40 feet	Established from Aug. 5, 1888.
338.14	23,669.80	70.00	.....	4.20	1 line 50 feet; 1 line 45 feet.	Decrease in distance.
75.79	6,821.10	90.00	.....	.....	1 line 60 feet; 1 line 50 feet.	
107.75	37,743.75	225.00	238.50	.....	4 lines 60 feet; 1 line 40 feet.	
85.40	2,135.00	25.00	.....	.....	1 line 40 feet	
121.30	4,852.00	40.00	.....	.....	1 line 50 feet	
489.90	28,321.00	.....	.....	.....	.....	
219.40	.....	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
247.70	.....	50.00	.....	.....	2 lines 40 feet	
21.40	.....	75.00	.....	.....	3 lines 40 feet	
1.40	.....	50.00	.....	.....	2 lines 40 feet	
206.00	59,635.00	.....	687.00	.....	.....	Discontinuance of 1 line of 40-foot cars between Chi- cago and Aurora from Aug. 25, 1888, and increase to 60 feet in size of 1 line between Chicago and Galesburg from Mar. 13, 1889.
37.60	{ ..... ..... }	{ 300.00 250.00 }	{ ..... ..... }	.....	{ 6 lines 60 feet... 5 lines 60 feet.	Increase to 60 feet of 1 line 50 feet from Mar. 13, 1889.
125.10						
43.30	.....	.....	.....	.....	.....	
100.61	7,545.75	75.00	1,006.10	.....	1 line 60 feet; 1 line 40 feet.	
182.63	11,870.95	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
281.10	25,299.00	90.00	2,811.00	.....	1 line 50 feet; 1 line 60 feet.	Increase to 60 feet of 1 line 50 feet from Apr. 1, 1889.
365.53	17,633.30	.....	.....	2,835.75	.....	
55.87	.....	140.00	.....	.....	2 lines 40 feet; 1 line 50 feet; 1 line 60 feet.	Discontinuance of 1 line 40 feet between Centralia and Cairo from July 1, 1888.
196.23	.....	50.00	.....	.....	2 lines 40 feet	

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and terminl.	Corporate title of company.	June 30, 1888.		
			Length of route.	Pay per annum.	Pay per mile.
ILLINOIS—continued.			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>
23021	Dubuque, Iowa, and Centralia, Ill.	Illinois Central R. R.	343.27	4, 634.15	
Part.	Dubuque and Freeport.	do	69.56		65.00
Part.	Freeport and Forreston.	do	12.51		25.00
Part.	Mendota and Centralia.	do			
23023	Decatur and East St. Louis.	Wabash, St. Louis and Pacific Rwy.	113.66	5, 683.00	50.00
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	85.98	17, 196.00	200.00
23036	Aurora and Forreston.	Chicago and Iowa R. R.	81.60	2, 040.00	25.00
23054	Chicago and Lanark Junction (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	116.60	2, 915.00	25.00
23105	Chicago and Freeport.	Illinois Central R. R.			
MICHIGAN.					
24006	Detroit, Mich., and Chicago, Ill.	Michigan Central R. R.	285.10	18, 531.50	65.00
24006	Detroit and Jackson.	do			
24010	Jackson and Grand Rapids.	do			
24080	Jackson, Mich., and Chicago, Ill.	do			
WISCONSIN.					
25001	Milwaukee, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	195.98	4, 899.50	25.00
25002	Milwaukee and La Crosse.	do	198.42	32, 102.75	
Part.	Milwaukee and Portage.	do	93.59		175.00
Part.	Portage and La Crosse.	do	104.83		150.00
25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.47	12, 206.80	
Part.	Chicago and Harvard.	do	62.70		80.00
Part.	Harvard and Janesville.	do	28.40		40.00
Part.	Janesville and Fort Howard.	do	151.37		40.00
25010	Caledonia, Ill., and Winona Junction (n. o.), Wis.	do	189.55	7, 582.00	40.00
Part.	Caledonia, Ill., and Evansville, Wis.	do			
Part.	Evansville and Winona Junction (n. o.).	do			
25011	Kenosha, Wis., and Rockford, Ill.	do	73.71	600.00	
Part.	Harvard and Caledonia.	do	15.00		40.00
25014	Winona, Minn., and La Crosse, Wis.	do	33.86	1, 188.40	
Part.	Winona and Winona Junction (n. o.).	do	29.71		40.00
25024	Racine, Wis., and Rock Island, Ill.	Chicago, Milwaukee and St. Paul Rwy.	197.85	550.00	
Part.	Lanark Junction (n. o.) and Savanna, Ill.	do	22.00		25.00
25064	Janesville and Evansville.	Chicago and Northwestern Rwy.			
MINNESOTA.					
26001	St. Paul, Minn., and Missoula, Mont.	Northern Pacific R. R.	1280.62		
Part.	St. Paul, Minn., and Mandan, Dak.	do	476.10	11, 902.50	25.00
26004	St. Cloud and St. Vincent.	St. Paul, Minneapolis and Manitoba Rwy.			
Part.	St. Cloud and Barnesville.	do			
26006	St. Paul and Breckenridge.	do	214.58	5, 364.50	25.00
Part.	St. Paul and Minneapolis.	do			
26013	Minneapolis, Minn., and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	142.55	21, 382.50	150.00
26025	St. Paul, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	260.79	6, 744.75	25.00
26040	Minneapolis and St. Cloud.	do			

cars for the fiscal years ending June 30, 1888, and June 30, 1889, etc.—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i> 343.27	<i>Dollars.</i> 9,776.90	<i>Dollars.</i>	<i>Dollars.</i> 4,942.75	<i>Dollars.</i>		
69.56		65.00			1 line 40 feet; 1 line 50 feet.	Establishment of 1 line 40 feet between Mendota and Centralla from Aug. 28, 1888, and discontinuance of 1 line 40 feet between Freeport and Forreston from June 10, 1889.
210.22		25.00			1 line 40 feet	
113.06	8,524.50	75.00	2,841.50		1 line 50 feet; 1 line 60 feet.	Establishment of 1 line 50 feet from Jan. 1, 1889, pay to be for 40 feet to June 30, 1889.
85.98	17,196.00	200.00			2 lines 40 feet; 3 lines 60 feet.	
				2,040.00		Discontinuance from Aug. 15, 1888.
116.60	2,915.00	25.00			1 line 40 feet	
114.44	2,861.00	25.00	2,861.00		1 line 40 feet	Establishment from June 10, 1889.
76.06	7,086.30	105.00		10,545.20	2 lines 50 feet; 1 line 40 feet.	Curtailment of route to end at Jackson from July 16, 1888.
94.68	3,787.20	40.00	3,787.20		1 line 50 feet.	
210.16	13,680.40	65.00	13,680.40		1 line 50 feet; 1 line 40 feet.	Establishment from July 16, 1888.
195.98	4,899.50	25.00			1 line 40 feet	
198.42	34,723.50	175.00	2,620.75		1 line 40 feet; 3 lines 60 feet.	Extension of 1 line 40 feet from Portage to La Crosse from May 1, 1889.
242.47	15,850.80		3,644.00			
		120.00			3 lines 50 feet.	Establishment of an addi- tional line of 50-foot cars between Harvard and Janesville from March 15, 1889.
		80.00			2 lines 50 feet.	
189.55	12,646.00	40.00	6,064.00		1 line 50 feet	Establishment of an addi- tional line of 50-foot cars between Evansville and Winona Junction from March 15, 1889.
37.95		40.00			1 line 50 feet	
151.60		80.00			2 lines 50 feet	
73.71	600.00					
15.09		40.00			1 line 50 feet	
33.86	2,376.80		1,188.40			
29.71		80.00			2 lines 50 feet	An additional line of 50-foot cars from March 15, 1889.
197.85	550.00					
22.00		25.00			1 line 40 feet	
16.75	670.00	40.00	670.00		1 line 50 feet	Establishment from March 15, 1889.
1280.02						
476.10	11,902.50	25.00			1 line 40 feet	
314.85						Establishment from Nov 11, 1888.
143.73	3,593.25	25.00	3,593.25		1 line 40 feet	
214.58		25.00		5,103.50	1 line 40 feet	Transfer of R. P. O. cars to Routes 26004 and 26040.
10.44	281.00	150.00			3 lines 60 feet	
142.55	21,382.50					
269.79	6,744.75	25.00			1 line 40 feet	
66.30	1,637.50	25.00	1,637.50		1 line 40 feet	Establishment from Nov. 11, 1888.

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1888.		
			Length of route.	Pay per annum.	Pay per mile.
IOWA.					
27005	Burlington and Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy R. R.	Miles. 204.00	Dollars. 73,500.00	Dollars. 250.00
27012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	181.79		
Part. 27014	Sabula and McGregor.....	do	98.80	2,422.50	25.00
Part. 27014	Davenport and Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.97	16,708.05	
Part. 27014	Davenport and Iowa City.....	do	53.97		65.00
Part. 27028	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.	352.37		
Part. 27029	Savanna, Ill., and Sabula, Iowa	do	2.42	85.50	25.00
Part. 27029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R.	70.27	2,060.50	
Part. 27073	Missouri Valley and California.	do	6.15		50.00
Part. 27073	California and Sioux City.....	do			
27073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	5.64	141.00	25.00
27077	California, Iowa, and Fremont, Nebr.	Sioux City and Pacific R. R.	32.01	800.25	25.00
MISSOURI.					
28001	St. Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy.	330.17		
Part. 28002	St. Louis and Kansas City.....	do	283.12	42,468.00	150.00
28002	St. Louis and Bismarck.....	St. Louis, Iron Mountain and Southern Rwy.	75.33	4,896.45	65.00
28002	St. Louis, Mo., and Vinita, Ind. Ter.	St. Louis and San Francisco Rwy.	359.70		
Part. 28004	St. Louis and Monett.....	do	282.10	14,105.00	50.00
28004	St. Louis and Kansas City.....	Wabash Western Rwy.	277.46	13,873.00	50.00
28005	Quincy, Ill., and St. Joseph, Mo.	Hannibal and St. Joseph R. R.	207.55		
Part. 28006	Quincy, Ill., and Cameron, Mo.	do	171.24	11,130.00	65.00
28006	Kansas City, Mo., and Union Pacific Transfer (n. o.).	Kansas City, St. Joseph and Council Bluffs R. R.	201.23	5,030.50	25.00
Part. 28006	Kansas City and Napier (n. o.).	do			
Part. 28010	Napier, Mo., and Union Pacific Transfer (n. o.).	do			
28010	Kansas City and Cameron.....	Hannibal and St. Joseph R. R.	55.08	3,580.20	65.00
28011	Sedalia, Mo., and Denison, Tex.	Missouri, Kansas and Texas Rwy.	433.13	10,828.25	25.00
28026	Bismarck, Mo., and Texarkana, Ark.	Missouri Pacific Rwy.	414.28	26,928.20	65.00
28064	Napier (n. o.), Mo., and Rulo Y (n. o.), Nebr.	Burlington and Missouri River R. R. Co. in Nebraska.			
KANSAS.					
33001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy.	641.02	16,025.50	25.00
Part. 330105	Topeka, Kans., and Pueblo, Colo.	Atchison, Topeka and Santa Fe R. R.	569.75	45,580.00	80.00
Part. 330125	Rulo Y (n. o.), Nebr., and Table Rock, Nebr.	Burlington and Missouri River R. R. (in Nebraska).			
33016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fe R. R.	66.88	5,350.40	80.00
NEBRASKA.					
34001	Union Pacific Transfer (n. o.), Iowa, and Cheyenne, Wyo. Cheyenne, Wyo., and Ogden, Utah.	Union Pacific Rwy.	293.03	66,863.50	100.00
			741.21		

cars for the fiscal years ending June 30, 1888, and June 30, 1889, etc.—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i> 294.00	<i>Dollars.</i> 73,500.00	<i>Dollars.</i> 250.00	<i>Dollars.</i>	<i>Dollars.</i>	5 lines 60 feet	
181.79						
96.90	2,422.50	25.00			1 line 40 feet	
317.97	16,708.05					
53.97		65.00			1 line 50 feet; 1 line 40 feet.	
264.00		50.00			1 line 50 feet	
352.37						
3.42	85.50	25.00			1 line 40 feet	
76.27	2,060.50					
6.15		50.00			2 lines 40 feet	
70.12		25.00			1 line 46 feet	
5.64	225.60	40.00	84.60		1 line 50 feet	1 line 50 feet substituted for 1 line 40 feet.
32.01	800.25	25.00			1 line 40 feet	
390.17						
283.12	49,548.00	175.00	7,078.00		3 lines 60 feet; 1 line 40 feet.	An additional line of 40-foot cars from Nov. 20, 1888.
75.83	4,898.45	65.00				
359.70						
282.10	14,105.00	50.00			2 lines 40 feet	
276.80	13,840.00	50.00		33.00	2 lines 40 feet	
207.55						
171.34	11,130.60	65.00			1 line 50 feet; 1 line 40 feet.	
197.62	7,506.00		2,475.50			
102.62		50.00			2 lines 40 feet	} Change in distance and ad- ditional R. P. O. cars trans- ferred from Route 28030.
95.00		25.00			1 line 40 feet	
55.08	3,580.20	65.00			1 line 50 feet; 1 line 40 feet.	
433.18	21,656.50	50.00	10,828.25		2 lines 40 feet	An additional line of 40-foot cars.
414.28	26,928.20	65.00	292.50		1 line 50 feet; 1 line 40 feet.	
11.70	292.50	25.00			1 line 40 feet	Establishment from April 7, 1889.
641.02	16,025.50	25.00			1 line 40 feet	
569.75	51,277.50	90.00	5,697.50		{ 1 line 50 feet... 1 line 60 feet...	{ 1 line of 50-foot cars super- seded by 1 line of 60-foot cars.
88.80	970.00	25.00	970.00		1 line 40 feet	
66.88	6,019.20	90.00	668.80		{ 1 line 50 feet... 1 line 60 feet...	{ 1 line of 50-foot cars super- seded by 1 line of 60-foot cars.
518.44	{ 64,673.00	{ 75.00 50.00		1,690.50	1 line 60 feet; 1 line 40 feet.	
515.80					1 line 60 feet	{ Decrease R. P. O. service, 1 line of 40-foot cars hav- ing been discontinued be- tween Union Pacific Transfer and North Platte and transferred to run between North Platte and Cheyenne.

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1888.		
			Length of route.	Pay per annum.	Pay per mile.
NEBRASKA—continued.					
34002	Ashland and Hastings .....	Burlington and Missouri River R. R. (in Nebraska).	Miles. 121.98	Dollars. 6,099.00	Dollars. 50.00
34004	Omaha and Oreopolis Junction (n. o.)	Omaha and Southwestern R. R.	16.60	415.00	25.00
Part/ 34009	Hastings and McCook .....	Republican Valley R. R. ....	131.98	6,599.00	50.00
Part/ 34010	Fremont and Long Pine .....	{ Fremont, Elkhorn and Mis- souri Valley R. R. }	212.84	5,321.00	25.00
Part/ 34016	Wymore and Red Cloud .....	Republican Valley R. R. ....	.....	.....	.....
34020	Wymore and Table Rock .....	do .....	.....	.....	.....
34038	Omaha and Ashland .....	Omaha and North Platte R. R.	31.20	1,560.00	50.00
Part/ 34029	Red Cloud and Oxford .....	Republican Valley R. R. ....	.....	.....	.....
Part/ 34039	Plattsmouth and Oreopolis Junction (n. o.).	Burlington and Missouri River R. R. (in Nebraska.) }	4.47	111.75	25.00
COLORADO.					
Part/ 38006	La Junta, Colo., and Albuquerque, New Mex.	Atchison, Topeka and Santa Fé R. R. }	.....	.....	.....
CALIFORNIA.					
46001	San Francisco, Cal., and Ogden, Utah. }	Central Pacific R. R. ....	{ 45.40 788.77 }	{ 42,843.50	{ 75.00 50.00 }
Part/ 46003	Tehama and Redding .....	do .....	46.74	1,168.50	25.00
46010	Lathrop and Goshen .....	do .....	146.39	3,659.75	25.00
Part/ 46014	Goshen and Los Angeles .....	Southern Pacific R. R. ....	242.78	6,069.50	25.00
46022	Davisville and Tehama .....	Central Pacific R. R. Co. (lessee Northern Rwy.).	111.64	2,791.00	25.00
46032	Port Costa and Lathrop .....	Central Pacific R. R. Co. (lessee San Pablo R. R.).	62.23	1,555.75	25.00
Total .....			.....	1,996,359.35	.....
Net increase .....			.....	.....	.....

cars for the fiscal years ending June 30, 1888, and June 30, 1889, etc.—Continued.

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorized length of cars, June 30, 1889.	Remarks.
Length of route.	Pay per an- num.	Pay per mille.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
121.98	7,928.70	40.00	1,828.70	.....	1 line 50 feet; 1 line 40 feet.	1 line of 40-foot cars super- seded by 1 line of 50 feet cars.
16.80	604.00	40.00	249.00	.....	1 line 50 feet....	The line of 40-foot cars super- seded by a line of 50-foot cars.
131.98	8,578.70	65.00	1,979.70	.....	{ 1 line 50 feet; 1 line 40 feet.	1 line of 40-foot cars super- seded by 1 line of 50-foot cars.
212.84	5,321.00	25.00	.....	.....	1 line 40 feet ....	
108.22	2,705.50	25.00	2,705.50	.....	1 line 40 feet ....	{ R. P. O. established Oct. 19, 1888.
40.87	1,021.75	25.00	1,021.75	.....	1 line 40 feet ....	{ R. P. O. established Oct. 19, 1888.
31.20	2,028.00	65.00	468.00	.....	1 line 50 feet; 1 line 40 feet.	1 line of 40-foot cars super- seded by 1 line of 50-foot cars.
64.98	1,624.50	25.00	1,624.50	.....	1 line 40 feet ....	{ R. P. O. established Oct. 19, 1888.
4.47	178.80	40.00	67.05	.....	1 line 50 feet ....	{ The line of 40 feet cars su- perseded by a line of 50- feet cars.
348.09	8,702.25	25.00	8,702.25	.....	1 line 40 feet....	{ R. P. O. established Nov. 2, 1888.
45.40 788.77	{ 42,843.50	{ 75.50 50.00	{ ..... .....	.....	{ 1 line 55 feet; 1 line 40 feet (55 feet reported). 1 line 55 feet.	
46.74	1,168.50	25.00	.....	.....	{ 1 line 40 feet (55 feet reported).	
146.39	3,659.75	25.00	.....	.....	1 line 40 feet (55 feet reported).	
242.78	6,069.50	25.00	.....	.....	{ 1 line 40 feet (55 feet reported).	
111.54	2,791.00	25.00	.....	.....	1 line 40 feet (55 feet reported).	
62.23	1,555.75	25.00	.....	.....	1 line 40 feet (55 feet reported).	
.....	2,196,517.55	.....	230,449.10	28,290.90		
.....	1,996,359.35	.....	.....	.....		
.....	202,158.20	.....	202,158.20	.....		

K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1889, out of \$295,987.53 appropriated by act approved July 24, 1888.

Number of route.	Terminal.	Railroad company.	Miles.	Pay per annum.
5005.....	New York, N. Y., to Springfield, Mass.	New York, New Haven and Hartford.	136.00	\$17,047.06
6011 (part) .....	4.35 a. m. train, New York to Albany.	New York Central and Hudson River.	144.00	25,000.00
10006 (part) .....	Baltimore to Hagerstown....	Western Maryland .....	86.60	15,804.50
10001.....	Philadelphia, Pa., to Bay View (n. o.), Md.	Philadelphia, Wilmington and Baltimore.	91.80	20,000.00
10013.....	Bay View (n. o.), Md., to Washington, D. C.	Baltimore and Potomac.....	79.20	21,900.00
11001 (part) .....	Washington, D. C., to Quantico (n. o.), Va.			
11001 (part) .....	Quantico (n. o.) 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
12002.....	Weldon to Wilmington.....	Wilmington and Weldon.....	162.07	29,541.27
14002 (part) .....	Wilmington to Florence.....	Wilmington, Columbia and Augusta.	110.00	20,075.00
14005 (part) .....	Florence to Charleston Junction (n. o.).	Northeastern .....	95.00	17,337.50
14004 (part) .....	Charleston Junction (n. o.) to Savannah.	Charleston and Savannah.....	108.00	19,710.00
15009.....	Savannah to Jacksonville .....	Savannah, Florida and Western	171.50	31,309.70
16018.....	Jacksonville to Sanford .....	Jacksonville, Tampa and Key West.	126.18	22,867.25
16007.....	Sanford to Tampa .....	South Florida .....	116.39	21,095.17
Total .....				295,655.28



L.—Statement showing miles of railroad mail service ordered from July 1, 1882, to June 30, 1889.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
18	Maine	North Anson and Oakland. Ext. Embden	Ext.	Somerset Rwy.	5.93	Jan. 1, 1889
	New Hampshire	Montpelier Junction (n. o.) and Barre. Ext. Williamstown	do	Central Vermont R. R.	7.45	Dec. 17, 1888
2017	Vermont	Winthrop Junction (n. o.) and Revere.	New.	Boston, Revere Beach and Lynn R. R.	1.80	Aug. 23, 1888
3079	Massachusetts	Foston and Northampton	do	Boston and Maine R. R.	104.04	Jan. 14, 1889
3080	do	Chatham Station (n. o.) and Harwich Junction (n. o.)	do	Old Colony R. R.	7.04	Apr. 1, 1889
3281	Rhode Island	None.	do			
	Connecticut	None.	do			
6137	New York	Conwall Junction (n. o.) and New York (lap)	New.	New York, Ontario and Western Rwy.	57.70	Nov. 12, 1888
6138	do	Fulton and Woodard Junction (n. o.)	do	Rome, Watertown and Ogdensburg R. R.	17.43	Jan. 1, 1889
6101	do	New Berlin and Edgewood	Ext.	New York, Ontario and Western Rwy.	7.08	May 22, 1889
7000	New Jersey	Sea Isle Junction and Sea Isle City. Ext. Ocean City	do	West Jersey R. R.	16.68	July 30, 1888
7062	do	Anglesea and Holly Beach	New.	do	3.27	Aug. 6, 1888
7065	do	Hightstown and Pemberton	do	Union Transportation Co.	25.89	Oct. 16, 1888
7067	do	New Germantown and White Horse Station	do	Rockaway Valley R. R.	4.72	Jan. 23, 1889
8093	Pennsylvania	Oswego Mills and Modern. Ext. Baldson Mills	Ext.	Pennsylvania R. R.	2.16	Jan. 16, 1888
8179	do	Warrington Junction (n. o.) and Kenwood Junction (n. o.)	New.	Pennsylvania Co.	12.50	July 16, 1888
8180	do	Rockhill Furnace and McNeal	do	East Broad Top R. R. and Coal Co.	11.08	Apr. 21, 1889
8181	do	Bear Creek and Bear Creek Junction (n. o.)	do	Lehigh Valley R. R.	5.43	Feb. 6, 1889
8182	do	La Jose Station (n. o.) and Haeftings	do	Pennsylvania R. R.	14.38	Mar. 1, 1889
8172	do	Bloomburgh and Benton. Ext. Jameson City (n. o.)	Ext.	Bloomburgh and Sullivan R. R.	9.74	Apr. 1, 1889
	Delaware	None.	do			
10016	Maryland	Bay View (n. o.) and Canton Docks (n. o.)	New.	Northern Central Rwy.	2.10	June 24, 1889
10022	Baltimore and Brooklyn.	Ext. South Baltimore	Ext.	Baltimore and Ohio R. R.	2.83	Nov. 19, 1888
11049	Virginia	Estillville and Spear's Ferry.	do	South Atlantic and Ohio R. R.	9.84	Aug. 27, 1888
11041	do	Promo Bluff and Arvonia.	New.	Richmond and Alleghany R. R.	4.93	Oct. 1, 1888
11042	do	Norfolk and Bedford.	do	Atlantic and Danville Rwy.	77.95	Nov. 19, 1888
11052	do	Oxford and Durham	Ext.	Richmond and Danville R. R.	32.17	Dec. 10, 1888
11043	do	Graham and Tazewell Court House	New.	Norfolk and Western R. R.	30.80	Dec. 19, 1888
11044	do	Lynchburgh and Rustburgh	do	Lynchburgh and Durham R. R.	11.88	Jan. 28, 1889
11050	do	Strating terminals to be Woodley	do	Suffolk and Carolina Rwy.	1.91	Jan. 10, 1889
11044	do	Add to length of route terminal West Rustburgh	do	Lynchburgh and Durham R. R.	11	Apr. 23, 1889
11044	do	Spear's Ferry and Clinchport	Ext.	South Atlantic and Ohio R. R.	2.16	Nov. 27, 1889
12022	West Virginia	Coopers and Elkhorn	New.	Norfolk and Ohio R. R.	8.10	Nov. 5, 1888
12023	do	Hancock Station (n. o.) and Berkeley Springs	do	Baltimore and Ohio R. R.	6.41	Dec. 10, 1888
12024	do	Douglas and Jackson Court House	do	Ripley and Mill Creek Valley R. R.	13.40	Jan. 28, 1889
12016	do	Duhring and Flipping	Ext.	Norfolk and Western R. R.	1.50	Feb. 19, 1889
12025	do	Harrison (n. o.) and Elk Garden	New.	West Virginia Central and Pittsburgh Rwy.	7.15	Mar. 4, 1889
12026	do	Sevel Depot and Cliff Top	do	Longdale Iron Co.	10.10	Mar. 18, 1889
12027	do	Cameron and Carthage	New.	Carthage R. R.	10.78	Oct. 29, 1888
12028	North Carolina	Roxbel and Lewiston	Ext.	Roanoke and Tar River R. R.	6.53	Nov. 25, 1889
12029	do	Stokesdale and Madison	New.	Cape Fear and Yadkin Valley Rwy.	11.48	Feb. 25, 1889
12037	do	Monroe, N. C., and Chester, S. C.	do	Georgia, Carolina and Northern Rwy.	45.66	Mar. 25, 1889

L.—Statement showing miles of railroad mail service ordered from July 1, 1888, to June 30, 1889—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
13089	North Carolina	Mackey's Ferry and Lee's Mills	New	Albemarle and Pamlico R. R.	4.42	May 1, 1889
13090	do	Winston and Walnut Cove	do	Ronoke and Southern Rwy.	12.82	June 6, 1889
14026	South Carolina	Pe Dee Junction (n. s.) and Dillon	do	Florence R. R.	17.54	Aug. 6, 1888
14027	do	Lancaster and Rock Hill	Ext.	Charleston, Cincinnati and Chicago R. R.	23.30	Nov. 2, 1888
14028	do	Aid to length of route	do	Charleston, R. R.	31	Sept. 2, 1888
14029	do	Sally and Wagner	do	Blacksville, Alston and Newberry R. R.	7.60	Dec. 2, 1888
14031	do	Rock Hill, S. C., and Rutherfordton, N. C.	do	Charleston, Cincinnati and Chicago R. R.	84.50	Feb. 25, 1889
14032	do	Alton and Edgewood	New	Carolina, Cumberland Gap and Chicago R. R.	84.50	Feb. 25, 1889
14033	do	Dillon, S. C., and Rowland, N. C.	Ext.	Florence R. R.	9.54	Feb. 25, 1889
14038	do	Perry and Stevens	do	Blacksville, Alston and Newberry R. R.	9.54	Feb. 25, 1889
14048	do	Zebulon and Calhoun	do	do	9.54	Apr. 6, 1889
15048	Georgia	Calhoun and Fort Valley	do	Atlanta and Florida Rwy.	25.55	Aug. 2, 1888
15049	do	Chattanooga, Tenn., and Carrollton, Ga.	do	Chattanooga, Rome and Columbus R. R.	25.55	Aug. 2, 1888
15057	do	Monon and Cordele	New	Georgia Southern and Florida R. R.	132.00	Sept. 21, 1888
15058	do	Madison and Athens	do	Covington and Macon R. R.	66.10	Nov. 3, 1888
15062	do	Cordele and Tifton	Ext.	Georgia Southern and Florida R. R.	34.16	Jan. 21, 1889
15063	do	Tifton and Valdosta	do	do	39.89	Feb. 4, 1889
15068	Florida	Tarpon Springs and St. Petersburg	do	Orange Belt Rwy.	47.45	Apr. 16, 1888
16028	do	Tavares and Clearmont	do	Savannah, Florida and Western Rwy.	33.06	July 23, 1888
16034	do	Thomasville, Ga., and Monticello, Fla.	New	Savannah, Florida and Western Rwy.	29.84	July 23, 1888
16035	do	Jacksonville and Mayport	do	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	24.84	Nov. 5, 1888
16036	do	do	do	do	16.61	Dec. 24, 1888
16037	do	do	do	do	22.55	Feb. 4, 1889
17011	Alabama	Shelford and Jasper	Ext.	Silver Springs, Ocala and Gulf R. R.	87.70	July 9, 1888
17016	do	Childersburg and Birmingham	New	Sheffield and Birmingham Coal, Iron & Rwy. Co.	42.01	Sept. 24, 1888
17033	do	Rome, Ga., and Attala, Ala.	Ext.	Columbus and Western Rwy.	62.70	Nov. 12, 1888
17034	do	Mobile and Selma	New	Rome and Decatur R. R.	163.22	Nov. 12, 1888
17035	do	Anniston and Attala	do	Mobile and Birmingham Rwy.	38.99	Dec. 3, 1888
17021	do	Chattahoochee and Ozark	do	Anniston and Cincinnati R. R.	38.99	Dec. 3, 1888
17027	do	Pasburgh and Ozark	Ext.	Savannah and Western R. R.	38.03	Dec. 10, 1888
17036	do	Birmingham and Luverne	do	Montgomery and Florida Rwy.	6.09	Mar. 4, 1889
18006	Mississippi	Birmingham and Onondaga	New	Birmingham Mineral R. R.	34.06	Apr. 15, 1889
18024	do	New Albany and Pontotoc	Ext.	Ship Island, Ripley and Kentucky R. R.	18.74	July 2, 1888
18025	do	Amory and Aberdeen	New	Kansas City, Memphis and Birmingham R. R.	13.98	July 2, 1888
18026	do	Lamont and Beresford	do	Louisville, New Orleans and Texas Rwy.	25.63	Aug. 8, 1889
18027	Tennessee	Memphis and Jackson	do	Tenn. Midland Rwy.	94.39	July 23, 1888
19027	do	Modest (n. o.) and Troy	New	Troy and Tiptonville R. R.	6.70	Aug. 22, 1888
19028	do	St. Joseph, Ala., and Sheffield, Ala.	Ext.	Nashville and Florence R. R.	29.64	Sept. 3, 1888
19029	do	Oliver Springs and Clinton	do	East Tenn., Virginia and Georgia Rwy.	13.83	Sept. 17, 1888
19032	do	Iron City and Lawrence Ore. Banks	do	Nashville, Florence and Sheffield Rwy.	11.63	Oct. 15, 1888
19033	do	Balta and Jewett	New	Tenn. Central R. R.	2.99	Jan. 14, 1889
19034	do	Actna and Kinnums	Ext.	Nashville, Chattanooga and St. Louis Rwy.	2.85	Jan. 21, 1889
19016	do	Sparta and Don Air	do	do	6.66	May 6, 1889
19018	do	Jackson and Perryville	do	Tenn. Midland Rwy.	68.10	May 27, 1889
19027	do	do	do	do	68.10	May 27, 1889

22033	Kentucky	Louisville and Harrodsburgh	New	Louisville Southern R. R.	84.80	July 16, 1888
22034	do	Ashtland and Augusta	do	Mayville and Big Sandy R. R.	106.84	Oct. 27, 1888
22035	do	Louisville and Owensboro	do	Louisville, St. Louis and Texas Rwy.	112.81	Jan. 17, 1889
22036	do	Augusta, Ky., and Cincinnati, Ohio	Ext.	Mayville and Big Sandy R. R.	44.29	Jan. 15, 1889
22037	do	Midway and Georgetown	do	Versailles and Midway Rwy.	10.96	Feb. 11, 1889
22038	do	Owensboro and Henderson	do	Louisville, St. Louis and Texas Rwy.	26.70	Feb. 18, 1889
22039	do	Change site of post-office at Lexington	do	Louisville and Nashville R. R.	1.36	Apr. 2, 1889
22040	do	Change, initial point from Covington to Cincinnati, Ohio	Ext.	Kentucky Central Rwy.	25.72	Apr. 9, 1889
22041	Ohio	Alvordton, Ohio, and Addison, Mich.	do	Chm., Jackson and Mackinaw R. R.	30.35	July 1, 1888
22042	do	Thurston and Columbus	do	Columbus and Eastern R. R.	11.26	July 1, 1888
22043	do	Fultonham and Zanesville	do	do	9.32	July 1, 1888
22044	do	Darlington (n. o.) and Dillon	New	Lake Erie and Western Rwy.	41.08	July 16, 1888
22045	do	Bloomington and Peoria, Ill.	Ext.	Zanesville and Ohio River Rwy.	20.14	July 11, 1888
22046	do	Waterford and Marietta	do	Columbus, Findlay and Northern R. R.	9.49	Oct. 8, 1888
22047	do	McComb and Findlay	do	Marietta, Columbus and Northern R. R.	9.49	Oct. 27, 1888
22048	do	Big Run and Stewart	do	Chicago, St. Louis and Pittsburgh R. R.	30.27	Jan. 17, 1889
22049	do	Cincinnati and Hamilton	do	Chm., Jackson and Mackinaw R. R.	1.80	Jan. 17, 1889
22050	do	Cadillac and Franklin	do	Cleveland, Lorain and Wheeling R. R.	2.36	Mar. 18, 1889
22051	do	Bridgeport and Belleire	do	Cincinnati and Westwood R. R.	7.50	May 6, 1889
22052	do	Cincinnati and Cheviot	do	American Midland R. R.	23.10	May 13, 1889
22053	do	Findlay and Glandorf	do	Chicago and Indiana Coal Rwy.	34.64	Dec. 17, 1888
22054	Indiana	Goodland, Ind., and Monroeville, Ill.	New	Canada and St. Louis Rwy.	29.21	Mar. 4, 1889
22055	do	Goshen, Ind., and Sturgis, Mich.	Ext.	Pennsylvania Co.	1.42	June 1, 1889
22056	do	Logansport and Cityneers (n. o.)	do	Walush Western Rwy.	6.80	June 21, 1889
22057	do	Chicago and Evanson	New	Chicago, Milwaukee and St. Paul Rwy.	12.60	Sept. 3, 1888
22058	do	Streator and Walnut	do	Chicago, Burlington and Quincy R. R.	59.92	Sept. 24, 1888
22059	do	Freeport, Ill., and Madison, Wis.	do	Illinois Central R. R. Co., lessee of the Chi- cago, Madison and Northwestern R. R.	63.16	Oct. 1, 1888
22060	do	Red Oak, Ill., and Dodgeville, Wis.	do	Illinois Central R. R.	57.35	Oct. 8, 1888
22061	do	Marion and Parker City (n. o.), Ext. Paducah, Ky.	Ext.	St. Louis, Alton and Terre Haute R. R.	41.67	Jan. 1, 1889
22062	do	Chicago and Freeport.	New	Illinois Central R. R.	114.44	June 10, 1889
22063	do	Ludington and Sateson.	New	Mason and Oceana R. R.	29.15	July 30, 1888
22064	Michigan	Mt. Pleasant and Cadillac.	do	Toledo, Ann Arbor and North Michigan Rwy.	64.57	Sept. 10, 1888
22065	do	Grand Lodge and Grand Rapids	do	Detroit, Lansing and Northern R. R.	53.95	Sept. 24, 1888
22066	do	Detroit, Mich., and Chicago, Ill. Restatement, Detroit and Jackson.	Restate- ment.	Michigan Central R. R.	.86	July 16, 1888
22067	do	Jackson, Mich., and Chicago, Ill. Restatement of part of route 24006.	do	do	.36	July 16, 1888
22068	do	Nestoria, Mich., and Iron Ridge, Wis.	New	Duluth, South Shore and Atlantic Rwy.	167.34	Feb. 18, 1889
22069	do	Sturgis and Battle Creek, Mich.	do	Toledo and South Haven R. R.	41.80	Mar. 4, 1889
22070	do	Durand and East Saginaw	do	Toledo, Ann Arbor and North Michigan Rwy. Co., lessee Toledo, Saginaw and Mackinaw Rwy.	30.96	Mar. 25, 1889
22071	do	Manistee and Onekama	do	Manistee and Northwestern R. R.	13.76	Apr. 8, 1889
22072	do	Lawton and Harford. Ext. South Haven	Ext.	Toledo and South Haven R. R.	16.83	May 13, 1889
22073	do	Ashtland, Wis., and Duluth, Minn.	New	Northern Pacific R. R.	71.69	July 8, 1888
22074	Wisconsin	Tomah and Tomahawk. Ext. Minocqua.	Ext.	Chicago, Milwaukee and St. Paul Rwy.	30.90	Nov. 19, 1888
22075	do	Pratt Junction and Harrison	New	St. Paul, Lake Shore and Western Rwy.	17.98	Apr. 1, 1889
22076	do	Benson, Minn., and Watertown, Dak.	do	St. Paul, Minneapolis and Manitoba Rwy.	92.75	Oct. 16, 1888

L.—Statement showing miles of railroad mail service ordered from July 1, 1888, to June 30, 1889—Continued.

No. of route	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement
26003	Minnesota	Morehead, Minn., and Wahpeton, Dak.	New	St. Paul, Minneapolis and Manitoba Rwy.	45.02	Sept. 23, 1888
26054	do	Duluth and Tower. Ext. Ely.	Ext.	Duluth and Iron Range R. R.	22.98	Nov. 23, 1888
26056	do	Crum and Fosston.	New	St. Paul, Minneapolis and Manitoba Rwy.	44.90	Jan. 28, 1889
26041	do	Willmar, Minn., and Sioux Falls, Dak.	New	Willmar and Sioux Falls Rwy.	148.06	Jan. 28, 1889
26063	do	Ex umville and Tintah, Minn.	do	St. Paul, Minneapolis and Manitoba Rwy.	32.74	Feb. 18, 1889
27103	Iowa	Iowa Moines, Iowa, and St. Joseph, Mo.	New	Chicago, St. Paul and Kansas City Rwy.	161.34	Oct. 1, 1888
27101	do	Fort Dodge and Lehigh.	do	Missouri City and Fort Dodge R. R.	14.97	Dec. 17, 1888
27074	do	Fort Oak, Iowa, and Nebraska City.	Inter-dia	Chicago, Burlington and Quincy R. R.	54	Aug. 17, 1888
27105	do	Ottumwa and Evans.	New	Walsh Western Rwy.	28.01	June 21, 1889
27196	do	Evans and Harvey.	do	do	10.18	June 21, 1889
28007	Missouri	Willow Springs and Grading.	do	Current River R. R.	80.92	July 30, 1888
28067	do	St. Joseph, Mo., and Atchison, Kans.	do	St. Joseph, St. Louis and Santa Fe Rwy.	21.50	Sept. 24, 1888
28045	do	Marshall and Myrick Station (n. o.). Ext. Boonville.	Ext.	Missouri Pacific Rwy.	23.83	Oct. 22, 1888
28068	do	Cape Girardeau and Chautau. Ext. Williamsville.	do	Cape Girardeau and Southern Rwy.	13.95	Oct. 22, 1888
28029	do	St. Louis and Nevada.	New	St. Louis, Keokuk and Southern Rwy.	32.46	Jan. 16, 1889
28025	do	Joplin and St. Peters.	do	Kansas City, Fort Smith and Southern Rwy.	22.46	Feb. 18, 1889
28045	do	Fort Lyano and Brookings, Kansas City and Osceola.	Ext.	Kansas City and Southern Rwy.	68.07	Feb. 25, 1889
29023	Arkansas	Cape Girardeau and Williamsville. Ext. Hunter (n. o.).	do	Cape Girardeau and Southern Rwy.	91.43	Feb. 25, 1889
29025	do	Augustine, Ark., and Memphis, Tenn.	do	St. Louis, Iron Mountain and Southern Rwy.	79.46	June 13, 1888
29025	do	Fort Smith and Greenwood.	New	do	13.92	Aug. 15, 1889
29026	do	Avonlea and Althelmer.	do	St. Louis, Arkansas, and Texas Rwy. Co. (n. o.).	41.95	May 6, 1889
30020	Louisiana	New Orleans and Bohemia (n. o.).	do	Arkansas and Missouri.	50.00	Sept. 10, 1888
30003	do	Reaching route to end at La Fayette.	do	New Orleans and Gulf R. R.	52	Nov. 1, 1888
30021	do	Achozeac station (formerly part of 30003).	do	do	62	Nov. 1, 1888
30022	do	New Iberia and Avery.	New	Morgan, La. and Texas R. R. and S. S. Co.	10.40	Nov. 1, 1888
31056	Texas	La Grange and Fayetteville.	Ext.	Taylor, Bastrop and Houston Rwy.	13.27	Dec. 10, 1888
31068	do	Rockyfort and McGregor.	New	San Antonio and Atkinson Texas Rwy.	21.47	Aug. 16, 1888
31043	do	Engle Pass, Tex., and Phillips, Texas, Mexico.	Ext.	Galveston, Harrisburgh and San Antonio Rwy.	2.03	Sept. 17, 1888
31029	do	Established Houston and Seely.	Ext.	Texas Western Rwy.	62.87	Oct. 1, 1888
31049	do	Kilgus and San Angelo.	New	Gulf Colorado and Santa Fe Rwy.	35.08	Oct. 29, 1888
31069	do	Kilgus and Linden.	do	Kildare and Linden R. R.	13.26	Oct. 29, 1888
31070	do	Dallas and Lancaster.	do	Missouri, Kansas and Texas Rwy.	16.01	Apr. 22, 1889
32005	Indian Territory	Van Buren, Ark., and Wagoner, Indian Ter.	do	Kansas and Arkansas Valley Rwy.	52.86	Sept. 1, 1888
33004	Kansas	Salina and Leroy. Ext. Walden.	Ext.	Pacific Rwy. Co. in Nebraska.	72.18	July 2, 1888
33057	do	Yonkers and Marquette.	do	Salina, Lincoln and Western Rwy.	6.30	July 10, 1888
33095	do	Yonkers and Marquette.	New	Council Grove, Smoky Valley and Western Rwy.	27.51	July 10, 1888
33049	do	Herrington and Salina.	Ext.	St. Louis and San Francisco Rwy.	10.97	Aug. 16, 1888
33006	do	Herrington and Salina.	New	Chicago, Kansas and Nebraska Rwy.	49.89	Oct. 8, 1888
33057	do	Salina and Walden. Ext. Zurich.	Ext.	Salina, Lincoln and Western Rwy.	39.09	Nov. 20, 1888
33007	do	Dodge City and Montezuma.	New	Dodge City, Montezuma and Trinidad Rwy.	27.07	Jan. 1, 1889
33008	do	Zurich and Colby.	do	Union Pacific, Lincoln and Colorado Rwy.	93.51	Jan. 16, 1889
33088	do	Concordia, Kans., and Superior, Nebr.	Ext.	Chicago, Kansas and Western R. R.	39.07	Feb. 4, 1889

33003	do	Kincaid and Paola	do	do	do	10.15	Feb. 17, 1889
33009	do	Meunier and Leavenworth	do	New	do	10.25	Mar. 3, 1889
34000	do	Fairbury, Nebr., and Norton, Kans.	Ext.	do	do	108.03	Aug. 15, 1888
34004	do	Oriskany, Nebr., and Blackman, Kans.	Ext.	do	do	28.80	Sept. 24, 1888
34006	do	Linwood and Geneva.	Ext.	do	do	43.98	Oct. 8, 1888
34008	do	Goodland, Kans., and Colorado Springs, Colo.	do	do	do	185.37	Jan. 7, 1889
34003	do	Covington Station (n. o.) and Sioux City, Iowa	do	do	do	2.56	Dec. 2, 1888
34012	do	Sterling, Colo., and Cheyenne City, Wyo.	do	do	do	105.16	Feb. 4, 1889
34018	do	Creighton and Verdugo	do	do	do	11.58	Feb. 17, 1889
34020	do	Umanage and Crede, Nebr.	New	do	do	58.43	Mar. 6, 1889
34060	do	Why no and Randolph	do	do	do	20.45	Apr. 1, 1889
34061	do	Greely and Erickson	do	do	do	18.64	Apr. 1, 1889
35028	Dakota	Watertown and Huron	do	do	do	70.57	Dec. 17, 1888
35039	do	Church's Ferry and St. John	do	do	do	63.00	Jan. 1, 1889
35040	do	Carlington and St. James	do	do	do	13.14	Jan. 1, 1889
36008	do	Victor and Grantsdale	Ext.	do	do	15.25	May 7, 1888
36005	do	Helena and Butte City	do	do	do	15.25	Jan. 7, 1889
36010	do	Great Falls and Sand Coulee	New	do	do	73.02	Jan. 28, 1889
36014	do	Drummond and Phillipsburgh	Ext.	do	do	16.16	Apr. 1, 1889
37002	Wyoming	Cheyenne City and Uva	Ext.	do	do	5.45	May 1, 1889
37003	do	Ext. Rumsey	do	do	do	19.36	May 1, 1889
37004	do	Ext. Wendover	do	do	do	24.16	July 24, 1888
38034	Colorado	Gretnock and Caspar	do	do	do	2.25	July 1, 1888
38035	do	Colorado Springs and Leadville. (Co. submit corrected D. C.)	do	do	do	80.75	Jan. 28, 1889
38036	do	Fort route and Aspen	Ext.	do	do	35.98	Jan. 28, 1889
38037	do	Leadville and Aspen	New	do	do	1.50	June 17, 1889
38038	do	Aspen Junction (n. o.) and New Castle	do	do	do	36.37	Feb. 17, 1889
39010	do	Military Junction (n. o.) and Fort Logan (n. o.)	New	do	do	45.25	Sept. 3, 1888
40003	New Mexico	None.	do	do	do	2.50	Sept. 17, 1888
40004	Arizona	Fairbank and Bisbee	New	do	do	61.34	Oct. 8, 1888
40005	Utah	None.	do	do	do	24.90	Nov. 10, 1888
43018	Washington	Seattle and Squak	New	do	do	10.37	Jan. 1, 1889
43007	do	Renton and Black Diamond	Ext.	do	do	14.84	Jan. 28, 1889
43015	do	Marshall and Belmont	Ext.	do	do	13.15	Nov. 1, 1888
43016	do	La Crosse Junction (n. o.) and Riparia	New	do	do	20.16	Aug. 1, 1888
43017	do	Black River Junction (n. o.) and Seattle	Ext.	do	do	37.59	Aug. 20, 1888
43020	do	Woodinville and Snohomish	New	do	do	7.50	July 1, 1888
45005	Nevada	None.	do	do	do	13.75	Sept. 10, 1888
46003	California	Reno, Nev., and Long Valley	Ext.	do	do	.31	July 15, 1888
46004	do	Paris and San Jacinto	New	do	do	1.99	Sept. 17, 1888
46006	do	Napa Junction and Santa Rosa	do	do	do	31.62	Oct. 1, 1888
46036	do	Ignacio Station (n. o.) and Junction S. V. R. (n. o.)	New	do	do	26.06	Sept. 24, 1888
46061	do	National City and Tia Juana	do	do	do	23.09	Nov. 1, 1888
46029	do	Niles and San Jose	do	do	do		
46062	do	Tia Juana Junction (n. o.) and Ocoima	do	do	do		
46063	do	Los Angeles and Orange	New	do	do		
46035	do	Riverdale and Capistrano	Ext.	do	do		
46015	do	Elmira and Madison	Ext.	do	do		
46015	do	Ext. Rock	do	do	do		

L.—Statement showing miles of railroad service ordered from July 1, 1887 to June 30, 1888—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
46061	California.	Hillsdale and New Almaden	New	Southern Pacific R. R.	10.20	Nov. 1, 1888
46065	do	Tracy and Newman	do	do	37.18	Nov. 5, 1888
46069	do	Fresno City and Portersville	do	do	70.05	Nov. 8, 1888
46077	do	Conrad Station (n. o.) and Tustin City	do	do	11.05	Dec. 24, 1888
46080	do	Adding terminal distance at Templeton	do	do	17	Apr. 25, 1887
46084	do	Goshen and Huron. Ext. Alcala	Ext.	do	20.65	Feb. 17, 1889
46090	do	Templeton and Santa Margarita, Cal.	do	do	13.83	Feb. 28, 1889
46098	do	Studebaker Station (n. o.) and Whittier	New	do	6.69	Apr. 16, 1889
46099	do	Willow and Fento	do	do	27.18	May 6, 1889
46011	do	Cloverdale and Arkish, Cal.	Ext.	San Francisco and North Pacific R. R.	28.50	June 7, 1889

**M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1889.**

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836.....		*1,878,296			
June 30, 1837.....	974	*1,793,024	*\$307,444		
June 30, 1838.....		*2,356,852	*494,123		
June 30, 1839.....		*3,396,055	*520,602		
June 30, 1840.....		*3,889,053	*595,353		
June 30, 1841.....		*3,946,450	*585,843		
June 30, 1842.....	3,091	*4,424,262	*432,568	2,117	
June 30, 1843.....		*5,692,402	*733,687		
Nov. 4, 1843.....	3,714	(*)	531,752	623	
June 30, 1844.....		*5,747,855	*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		597,923	333	
June 30, 1848.....		4,327,490	584,192		
Oct. 1, 1848.....	4,957		587,204	222	
June 30, 1849.....	5,407	4,861,177	635,740	540	
June 30, 1850.....	6,886	6,524,593	818,227	1,389	
June 30, 1851.....	8,255	8,364,693	985,019	1,369	
June 30, 1852.....	10,146	11,082,768	1,275,520	1,891	
June 30, 1853.....	12,415	12,986,705	1,601,329	2,269	
June 30, 1854.....	14,440	15,433,889	1,758,610	2,025	
June 30, 1855.....	18,333	19,292,469	2,073,089	3,893	
June 30, 1856.....	20,323	21,809,296	2,310,389	1,990	
June 30, 1857.....	22,530	24,167,944	2,559,847	2,207	
June 30, 1858.....	24,431	25,763,452	2,828,391	1,991	
June 30, 1859.....	26,010	27,268,384	3,243,974	1,579	
June 30, 1860.....	27,129	27,655,749	3,349,062	1,119	
May 31, 1861.....	16,886	15,701,093	1978,910		6,886
June 30, 1861.....	22,018	23,116,823	2,543,709	1,775	
June 30, 1862.....	21,368	22,777,219	2,498,115		680
June 30, 1863.....	22,152	22,874,558	2,538,517		
June 30, 1864.....	22,616	23,301,942	2,567,944	464	
June 30, 1865.....	23,401	24,087,568	2,707,421	785	
June 30, 1866.....	32,092	30,609,467	3,391,592	18,691	
June 30, 1867.....	34,015	32,437,000	3,812,600	1,923	
June 30, 1868.....	36,018	34,886,178	4,177,126	2,093	
June 30, 1869.....	39,537	41,399,284	4,723,680	3,519	
June 30, 1870.....	43,727	47,551,970	5,128,991	4,180	
June 30, 1871.....	49,834	55,557,048	5,724,979	6,107	
June 30, 1872.....	57,911	62,491,749	6,592,771	8,077	
June 30, 1873.....	63,457	65,621,445	7,257,196	5,546	
June 30, 1874.....	67,734	72,499,545	9,113,190	4,277	
June 30, 1875.....	70,083	75,151,910	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	9,059,936	2,198	
June 30, 1878.....	77,120	92,120,385	9,566,595	2,574	
June 30, 1879.....	79,991	93,692,992	10,067,590	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	113,093,318	12,753,184	8,994	
June 30, 1883.....	110,203	129,198,641	13,887,899	9,645	
June 30, 1884.....	117,160	142,541,592	15,612,603	6,952	
June 30, 1885.....	121,032	151,910,845	16,627,983	3,872	
June 30, 1886.....	123,933	165,699,389	17,330,512	2,991	
June 30, 1887.....	130,949	169,689,666	18,056,272	7,016	
June 30, 1888.....	143,713	185,485,783	19,524,959	12,764	
June 30, 1889.....	150,381	204,192,489	21,639,613	6,668	

\* 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, 1876.

H. Ex. 1, pt. 4—30

N.—Statement of all contracts made or in operation for mail-bags, mail-catchers, mail-bag label-cases, use of patents, and mail locks and keys, during the fiscal year ending June 30, 1889.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract price.				
				Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.	Size No. 5.
Cotton-canvas mail sacks*	John Boyle & Co.	New York, N. Y.	Four years from April 1, 1889.	\$0.974	\$0.704	\$0.253		
Registered foreign mail sacks*	do	do	do	.44	.21	.14		
Gate-canvas mail sacks*	F. C. Johnson	do	do	.49	.43	.20		
Leather horse mail bags*	John C. Lighthouse	Rochester, N. Y.	do	4.83	4.33	3.51		
Leather horse mail pouches*	Charles F. Lighthouse	do	do	8.43	4.95	3.79	\$2.00	\$1.71
Through registered mail pouches*	John Boyle & Co.	New York, N. Y.	do		6.87			
Inner registered mail pouches*	do	do	do		.97	.79		
Mail-catchers*	Lewis S. Samuel	do	do					\$3.27
Mail-catchers*	The William Lang Co.	Brooklyn, N. Y.	Contract expired April 1, 1889.					.04
Mail-bag label-cases (iron)*	do	do	One year from February 1, 1888.					.01
Mail-bag label-cases (iron)*	Taylor & Poggis Foundry Co.	Cleveland, Ohio.	Not re-advertised for.					.12
Mail-bag label-cases (iron)*	do	do	One year from July 1, 1888. Not re-advertised for.					.30
Trackets for catchers*	The Smith & Egge Manufacturing Co.	Bridgeport, Conn.	One year from February 1, 1888.					.07
Mail bag cord-fasteners and label holders.*	do	do	Not re-advertised for.					.04
Use of patent for cord-fasteners.	Annie Van Horn and A. L. Pinney.	Washington, D. C.	Terminating at option of the Postmaster-General.					.10
Use of patent for catcher-pouches.	John Boyle.	New York, N. Y.	do					.10
Use of patent for through registered pouches.	do	do	do					.45
General mail-locks (iron)*	The Smith & Egge Manufacturing Co.	Bridgeport, Conn.	Four years from September 1, 1888.					.09
Keys to same†	do	do	do					.75
Through mail-locks (star-route)†	do	do	do					.12
Keys to same†	do	do	do					.34
City service mail-locks†	do	do	do					.60
Keys to same†	do	do	do					.90
Street letter-box lock (inlaid)†	do	do	do					.15
Keys to same†	do	do	do					2.50
Through registered mail-locks†	W. F. Beasley.	Oxford, N. C.	Four, eight or twelve years from January 1, 1881, at option of the Postmaster-General. Contract renewed on January 1, 1885, but not renewed on January 1, 1889.					
Keys to same†	do	do	do					.25
Mail-key chains (No. 1)†	The Smith & Egge Manufacturing Co.	Bridgeport, Conn.	One year from February 1, 1888.					.28
Mail-key chains (No. 2)†	do	do	Not re-advertised for.					.20
Iron mail-locks (repaired)†	do	do	From May 20, 1888.					.33



It was not the desire of the Department to renew the contract for furnishing the street letter-box pad-lock, therefore an agreement, in writing, duly signed, was made on May 24, 1888, and is now filed in the safe of the Mail Equipment Division, providing for the supply of the service with street letter-box pad-locks and repair of the same, as follows:

Street letter-box locks (outside) f.....	The Smith & Egge Manufacturing Co. ....do	Bridgeport, Conn. ....do	.....	\$0.60
Repairing of same f.....	.....do	.....do	.....	.90

PLACES OF DELIVERY.

\* Cincinnati, Ohio; Washington, D. C.; Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Chicago, Ill.; St. Louis, Mo.  
 † 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, 1889.

Article.	No.	Size.	Price.	Itemized cost.	Aggregate cost.
Leather mail-pouches .....	2,050	No. 2..	\$5.29	\$10,844.50	
Do .....	1,200	No. 3..	4.09	4,908.00	
Do .....	1,300	No. 4..	2.98	3,874.00	
Do .....	500	No. 5..	2.24	1,120.00	
	5,050				\$20,746.50
Leather horse mail-bags .....	687	No. 1..	5.33	3,661.71	
Do .....	601	No. 2..	4.39	2,638.39	
Do .....	387	No. 3..	3.70	1,431.90	
	1,685				7,732.00
Mail-catcher pouches .....	2,300		3.41		7,843.00
Royalty on same .....			.10		230.00
Inner register-sacks .....	400	No. 1..	1.26 $\frac{1}{2}$	506.00	
Do .....	300	No. 2..	.83 $\frac{1}{2}$	250.50	
	700				756.50
Jute-canvas sacks .....	80,000	No. 1..	.48 $\frac{1}{2}$	39,150.00	
Do .....	9,000	No. 2..	.43 $\frac{1}{2}$	3,954.37 $\frac{1}{2}$	
Do .....	20,000	No. 3..	.29 $\frac{3}{10}$	5,388.00	
	109,000				48,492.37 $\frac{1}{2}$
Cotton-canvas sacks (foreign mail) .....	2,000	No. 3..	.25 $\frac{1}{2}$		507.50
Coin mail-sacks .....	1,835		.04 $\frac{1}{2}$		74.54 $\frac{1}{2}$
Label cases (steel) .....	110,000		.02		2,250.00
Label cases (iron) .....	10,000		.04 $\frac{1}{10}$		435.00
Mail-bag cord-fasteners .....	18,000		.07 $\frac{3}{10}$		1,425.00
Royalty on same .....			.04		720.00
Mail-catchers (repaired) .....	202		1.00		202.00
Sample leather pouches and horse-bags .....	70				386.70
Sample jute and cotton canvas sacks .....	180				487.04
Mail catchers (new) .....	400		3.00		1,200.00
Brackets for mail-catchers .....	200		.18		36.00
Springs for mail-catchers .....	100		.60		60.00
Total cost of mail-bags, etc. ....					93,584.76 $\frac{3}{4}$
Cost of repairing mail-bags .....					87,316.54
Grand total .....					180,901.30 $\frac{5}{8}$
Unexpended balance of appropriation .....					104,088.69 $\frac{1}{8}$
Appropriation .....					285,000.00

\* This includes \$50 for machinery.

P.—Statement of mail locks and keys and key chains purchased and repaired and the expense incurred on account thereof during the fiscal year ending June 30, 1889.

Article.	Quantity.	Price.	Itemized cost.	Aggregate cost.
Street letter-box locks, outside (repaired) .....	8,119	\$0.30	\$2,435.70	
Street letter-box locks, inside (repaired) .....	774	.30	232.20	
	8,893			\$2,667.90
Street letter-box locks, inside (new) .....	100	.80		80.00
Street letter-box-lock keys (inside) .....	600	.15	90.00	
Street letter-box-lock keys (outside) .....	1,300	.15	195.00	
	1,900			285.00
Iron mail-bag locks (repaired) .....	80,586	.33		10,093.38
Through registered locks, domestic (repaired) .....	9,101	.25	2,275.25	
Through registered locks, international (repaired) .....	187	.50	78.50	
Through registered locks, internal revenue (repaired) .....	438	.25	109.50	
	9,696			2,463.25
Mail-key chains (No. 1) .....	500	.28		140.00
Total amount expended .....				15,720.53
Unexpended balance .....				9,270.47
Appropriation .....				25,000.00



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**REPORT**  
**OF THE**  
**GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1889.**

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# REPORT

## OF THE

### GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST-OFFICE DEPARTMENT,  
OFFICE GENERAL SUPERINTENDENT  
RAILWAY MAIL SERVICE,  
*Washington, D. C., November 1, 1889.*

SIR: I have the honor to hand you herewith the annual report of this Service for the fiscal year ended June 30, 1889, consisting of tabular statement showing the amount of work done during the year and the standing of the Service at its close. These statements may be summarized as follows:

#### EXTENT OF SERVICE.

Up to the close of the year under review service had been authorized by the Department upon 150,381.50 miles of railroad. Postal clerks were employed in the distribution of the mails on 133,110.43 miles. Service on the remainder, namely, 17,271.10 miles having been performed by means of closed pouches, which were, while in transit, in the custody of the railway employes.

#### EQUIPMENT OF RAILWAY POST-OFFICE AND STEAM-BOAT LINES.

The rolling stock of railway post-office lines on June 30, 1889, consisted of 396 whole cars in use and 94 in reserve, 1,680 apartment cars in use and 485 in reserve, making the total 2,655 cars; the increase over the number reported for the previous fiscal year being 30 whole cars in use and 3 in reserve, 64 apartment cars in use and 69 in reserve, making the total increase 166.

#### EXTENT OF RAILWAY MAIL SERVICE AND FORCE EMPLOYED.

On the 30th of June, 1889, there were 45 inland steam-boat lines, aggregating 5,543.78 miles, on which postal clerks were employed. There were employed in handling and separating the mails while in transit on railroad routes 4,947 and on steam-boat routes 51 railway postal clerks, making a total of 4,998 men at work on lines. While in the performance of duty these postal clerks traveled (in crews) 124,021,032 miles and those employed on steam-boats 1,849,703 miles, and while en route they distributed 7,026,837,130 pieces of ordinary mail, and receipted for, recorded, protected and distributed 15,866,550 registered packages and cases and 1,134,918 through registered pouches and inner registered sacks.

During the year 6,668.21 miles of new railroad service have been added, being an increase of 4.64 per cent. The lines on which service was performed by clerks show an increase of 6,799 miles, or 5.30 per cent. The mileage of the closed pouch lines decreased from 17,402.59 at the close of the fiscal year 1888, to 17,271.10 miles on June 30, 1889, being a decrease of 131.49 miles, or 0.76 per cent. The annual mileage of this class of service for the fiscal year 1888 was 17,436,819 miles, and for 1889, 18,168,821 miles, an increase of 732,002 miles, or 4.19 per cent., and the number of pouches exchanged daily increased from 13,059 for the year 1888 to 14,340 for 1889, being a daily increase of 1,281, or 9.81 per cent.

Compared with the report for the fiscal year ended June 30, 1888, the number of clerks employed on railroad lines increased from 4,641 to 4,947, and the distances from register to register from 141,369 to 147,971 miles, being an increase of 306 in the number of clerks and 6,602 miles in distance. The number of clerks employed on steam-boat lines decreased from 54 to 51, and the length of routes from 5,972.80 to 5,443.78, being a decrease of 3 in the number of clerks, and 529.02 miles in distance, while the annual miles of service performed increased from 1,767,649 to 1,849,703, being an increase of 82,054, or 4.64 per cent.

On the 30th of June, 1888, there were 5,094 clerks in the service, inclusive of 8 vacancies existing on that date; and on June 30, 1889, there were 5,448 on the roster, being an increase of 354, or 6.95 per cent.

The subjoined exhibit shows the number of clerks engaged on lines, detailed to transfer duty and to office duty, together with the increase over the corresponding date of last year:

Fiscal year ended—	Number employed on railroad lines.	Number employed on steam-boat lines.	Number detailed to transfer duty.	Number detailed to office duty.	Total.
June 30, 1889 .....	4,947	51	234	216	5,448
June 30, 1888 .....	4,641	54	219	180	5,094
Increase .....	306	*3	15	36	354

\* Decrease.

#### QUANTITY OF MAIL HANDLED AND ERRORS IN DISTRIBUTION.

During the year ended June 30, 1888, 6,545,876,202 pieces of all classes of mail matter were handled, and 1,765,821 errors of all kinds checked against postal clerks, showing that 99.973 per cent. of all mail handled was correctly distributed, the number of pieces correctly distributed to each error being 3,643. During 1889 the number of pieces handled was 7,043,838,598, and the number of errors checked was 1,808,825, being a correct distribution of 99.974 per cent. of all mail handled, or one error to every 3,895 pieces. The increase in the number of pieces of ordinary mail handled was 7.63 per cent., while the increase in the number of errors checked was but 0.67 per cent.

#### CITY DELIVERY.

The importance of effecting an early morning delivery of mails arriving at the great commercial centers has become so apparent that much attention has been given to the perfecting and enlargement of the arrangements and schemes, thereby enabling the post offices to make delivery by first carriers after the mails are sent in from the trains. By extending the system of preparation, it has been made possible to send



out by the first carriers a vast amount of mail which by the usual process of assorting at the post-offices could not be delivered before noon, or during the afternoon. It is believed this system can be much enlarged upon with great advantage to the public, and it is proposed to give particular attention hereafter to the formulation of the necessary details that will enable the preparation to be made in the railway post-offices, so that mail matter can be instantly turned over to the carriers.

In addition to the number of pieces of ordinary and registered mail distributed on trains there were separated and arranged for city delivery 166,135,310 pieces of letter mail, and 583,500 papers; the increase over the number of letters reported for the previous year being 23,043,560, or 16.10 per cent., and of papers 563,925, or 288.19 per cent.

#### REGISTERED POUCHES. \*

The number of through registered pouches (including inner registered sacks) handled in 1888 was 1,103,083, and 1,134,918 in 1889, an increase in number of 31,835 pieces, or 2.89 per cent., while the registered packages and cases handled decreased from 16,001,059 in 1888 to 15,866,550 in 1889, being a decrease of 134,509 pieces, or .84 per cent. This decrease is evidently owing to the continued extension of the through registered pouch and inner registered sack systems.

#### NIXES.

Under the general term "Nixes" is embraced all mail matter not addressed to a post-office; or without the name of the State being given; or otherwise so incorrectly, illegibly, or insufficiently addressed that it can not be transmitted with certainty and celerity. In traveling over some of the larger railway post-office lines my attention has been repeatedly attracted to the large quantity of such mail accumulated in the cars upon each trip, some of which was so imperfectly addressed as to render its correct delivery impossible; while the addresses of others were found to be almost indecipherable and could not be read with any degree of certainty without the expenditure of much time (which can not well be spared while the train is in motion) in the effort to ascertain the destination of the mail matter in question. Some of such imperfectly addressed matter is no doubt inadvertently started in the wrong direction by those engaged in the distribution, and when the mistake is discovered in transit the error is checked against the postal clerk by whom the package of mail was made up.

From these facts I am led to believe that many of the errors charged against the employés of the service are not owing entirely to inefficiency or carelessness on the part of those engaged in the distribution of the mails. With the object of ascertaining about how many nixes were turned in to the post-offices authorized to receive them from railway post-office lines, together with the number originating at these offices, superintendents of mails were instructed to report the number handled by them during the year ended June 30, 1889, and the disposition made of the same. These reports have been tabulated, and the result shown on page 314 of this report, from which it appears that 4,079,328 were handled, of which 53.6 per cent. were either returned to the sender, or corrected and forwarded to destination, the remainder being either forwarded to the Dead-Letter Office, or otherwise disposed of.

#### CASE EXAMINATIONS.

There were 5,050 examinations of permanent clerks during the year, at which 5,535,781 cards were handled by those under examination. Of that number 5,068,920, or 91.57 per cent., were correctly distributed.

Compared with the figures for 1888, the table (H<sup>b</sup>) shows the following decreases: In the number of examinations, 2,759; in the number of cards handled, 2,382,123, and 2,097,068 in the number correctly distributed, and an increase of 1.07 per cent. in the average per cent. correct. This general average of 91.57 per cent. correctly distributed is the highest percentage attained since the establishment of the service.

The number of examinations of probationary clerks held during the year increased from 5,633 in 1888 to 6,769 in 1889. The increases shown are: 1,379 in the number of probationary appointees, 1,136 in the number of examinations, 322,952 in the number of cards handled, and 323,713 in the number of cards correct, and the increased average per cent. of cards correctly handled was 1.57.

The aggregate number of cards handled by both permanent clerks and probationary employes was 9,951,083, of which 8,616,597, or 86.6 per cent., were correctly distributed. The subjoined tabular statements show the result of the case examinations of both permanent and probationary clerks, together with comparisons with similar examinations made during the previous year.

## PERMANENT.

Division.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.
First .....	336	205,638	203,382	2,256	2	98.90
Second .....	805	1,135,990	901,057	89,648	145,285	79.31
Third .....	177	242,923	215,645	15,395	11,833	88.77
Fourth .....	457	333,080	328,730	5,784	586	98.09
Fifth .....	496	569,837	535,823	21,473	3,041	95.62
Sixth .....	591	812,298	754,019	33,505	24,774	92.82
Seventh .....	966	856,888	818,811	34,898	3,179	95.56
Eighth .....	178	102,113	95,594	5,840	679	93.61
Ninth .....	346	591,685	550,463	27,045	14,177	93.03
Tenth .....	335	367,272	352,659	10,959	3,654	96.02
Eleventh .....	363	328,077	315,237	11,428	1,412	96.06
Total .....	5,050	5,535,781	5,068,920	258,209	208,602	91.57
Total for fiscal year ended June 30, 1888 .....	7,809	7,917,904	7,185,988	392,276	359,635	90.50
Decrease .....	2,759	2,382,123	2,097,068	134,067	151,033	* 1.07

\* Increase.

## PROBATIONERS.

Division.	Probationary appointees.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.
First .....	238	189	138,337	126,773	10,109	1,455	91.64
Second .....	385	1,373	590,434	389,211	54,217	147,006	65.91
Third .....	220	467	255,489	202,652	21,387	31,470	79.31
Fourth .....	225	242	167,911	153,725	12,379	1,807	91.88
Fifth .....	310	843	633,891	567,633	34,231	12,027	92.70
Sixth .....	317	637	647,043	504,114	44,142	98,787	77.91
Seventh .....	347	1,197	599,473	534,685	42,901	21,887	89.19
Eighth .....	82	315	195,567	159,140	21,133	15,294	81.87
Ninth .....	370	750	544,827	400,167	50,768	87,694	74.54
Tenth .....	228	361	391,019	270,135	24,157	96,727	69.08
Eleventh .....	110	395	251,311	213,442	24,107	13,762	84.93
Total .....	2,832	6,760	4,415,302	3,547,677	339,509	528,116	80.35
Total for year ended June 30, 1888 .....	1,453	5,633	4,092,350	3,223,964	331,160	537,474	78.78
Increase .....	1,379	1,136	322,952	323,713	8,349	99,358	1.57

## PROBATIONERS—continued.

Division.	Probationers who received permanent appointments.	Average per cent. correct during probation made by those permanently appointed.	Dropped during probation, including those permitted to resign.	Per cent. of probationary appointees who failed to pass final examination.	Average per cent. cards correct of those dropped.
First .....	43	92.81	92	38.66	88.08
Second .....	102	68.14	151	39.22	61.42
Third .....	48	87.51	60	37.27	75.31
Fourth .....	18	92.09	90	39.64	80.93
Fifth .....	152	88.88	151	43.18	82.31
Sixth .....	108	90.67	109	35.33	83.36
Seventh .....	126	89.30	97	27.95	85.33
Eighth .....	32	87.19	39	37.50	85.74
Ninth .....	44	80.58	104	44.32	62.68
Tenth .....	64	81.78	56	24.12	50.83
Eleventh .....	37	85.79	32	(†)	85.10
Total .....	769	87.34	1,041	35.72	70.09
Total for year ended June 30, 1888 .....	836	85.87	314	21.51	53.89
Increase .....	*67	1.47	727	14.21	16.70

\*Decrease.

†Not reported.

It is apparent from the above tables that the examiners have not, as a rule, re-examined those whose records were above the maximum, but have evidently called up those who have made the poorer records. It also appears that they have deemed it necessary, in the interest of good service, to more frequently examine probationers. This very proper action on their part will account for the decreases from last year, shown in the first table referred to, and for the increases mentioned in the second one.

It may prove a matter of interest to those who are not familiar with the workings of this Service to know the nature of the case examinations, which have been so frequently referred to in this and preceding annual reports, and for their information the following outline of the course pursued at these examinations is inserted below:

Cards bearing the written address of each post-office in a State are furnished the clerk, and he is required to distribute them from memory, in the case provided for that purpose, according to the general scheme of distribution, post-offices to routes, post-offices to counties, or standpoint distribution, as the division superintendent may deem best. He is then questioned as to his knowledge of connections, and knowledge of his printed book of instructions for the guidance of postal clerks.

In making case examinations by schemes the clerk is required to make subdivisions of routes as between junctions.

Cards of junctions must be distributed to the routes supplying them. The time consumed in distributing cards is noted and forms a part of the record.

A statement of the result of the examination is given to the clerk, and information as to what the subject of his next examination will be is noted upon the reverse side of the same, unless there are special reasons for not doing so, in which case this is also noted.

Thirty days' notice is allowed for preparation for the first examination on any State, and from three to five days' notice is allowed to insure the receipt of notice by the clerk to report for examination. All re-examinations are made at such times as the division superintendent may designate.

Special instructions as to the nature and frequency of examinations of probationary appointees are given in accordance with the instructions of the general superintendent.

### PRINTING.

Appended hereto is a statement of printing-office work performed by clerks detailed to the several division headquarters for the purpose of promptly printing such work as was required for immediate delivery. This work was done by practical printers, who were engaged as railway postal clerks, with the understanding that they were to furnish (at their own expense) certain presses, paper-cutters, type, etc., and do all the necessary printing for the division in which they were located, as is more fully explained in the report of the Postmaster-General for 1882.

	Daily bulletin.			General orders.		
	No. of forms.	No. of ems set.	No. of impressions.	No. of forms.	No. of ems set.	No. of impressions.
Office of general superintendent* .....	366	4, 189, 500	309, 350	140	718, 300	22, 300
First division .....				238	1, 133, 742	80, 285
Fourth division .....				152	466, 527	49, 585
Fifth division .....				107	731, 200	81, 050
Sixth division .....				155	1, 033, 500	163, 500
Seventh division .....				77	720, 109	84, 320
Eighth division .....				81	369, 500	27, 405
Ninth division .....				227	1, 090, 032	22, 683
Tenth division† .....				38	293, 900	24, 050
	366	4, 189, 500	309, 350	1, 215	6, 502, 810	555, 768

\* Government owns plant.

† For April, May, and June, 1889.

	Facing slips.			Circulars.			Other job-work.		
	No. of forms.	No. of slips on a form.	No. of slips printed.	No. of forms.	No. of ems set.	No. of impressions.	No. of forms.	No. of ems set.	No. of impressions.
Office of General Superintendent* .....	199	12	4, 680, 000	79	192, 300	46, 030	186	137, 500	124, 944
First division .....	26	8	759, 090				152	399, 040	154, 871
Fourth division .....	200	12	8, 315, 000	13	46, 821	3, 100	102	110, 706	37, 776
Fifth division .....	1, 636	9, 15	16, 729, 500				99	110, 400	254, 550
Sixth division .....	787	8, 10	14, 258, 880	18	41, 000	13, 680	295	557, 834	194, 405
Seventh division .....	418	12, 15	5, 556, 200				89	631, 660	121, 310
Eighth division .....	585	12	3, 510, 000	15	49, 300	3, 705	213	2, 705, 100	131, 170
Ninth division .....	952	6, 10	12, 090, 560				686	680, 254	240, 169
Tenth division† .....	153	8	1, 470, 000				74	311, 000	48, 835
Total .....	5, 046		66, 369, 230	125	329, 421	66, 515	1, 896	5, 649, 500	1, 413, 330

\* Government owns plant.

† For April, May, and June, 1889.

### NEW DIVISIONS.

Under the act of Congress approved February 29, 1888, authorizing the appointment of two additional division superintendents, a partial reorganization of the Service was effected during the fiscal year in order to establish the two new divisions provided for by the act in question, and the Tenth and Eleventh divisions were added to the list by general orders dated October 20, 1888 and November 10, 1888, respectively. The territory embraced within the limits of the Tenth was taken from the Sixth, and that within the limits of the Eleventh, from the Fourth

and Seventh divisions. The present organization of the Service is as follows :

First division comprises the New England States.

Second division comprises New York, New Jersey, Pennsylvania, Delaware, and the peninsula of Maryland and Virginia.

Third division comprises Maryland (excluding the Eastern Shore), part of Virginia, West Virginia, North Carolina, and the District of Columbia.

Fourth division comprises South Carolina, Georgia, Florida, Alabama, and Mississippi.

Fifth division comprises Ohio, Indiana, Kentucky, and Tennessee.

Sixth division comprises Illinois, Iowa, Nebraska, and Territory of Wyoming.

Seventh division comprises Missouri, Kansas, Colorado, and Territory of New Mexico.

Eighth division comprises California, Nevada, Oregon, and Territories of Alaska, Arizona, Idaho, Utah, and Washington.

Ninth division comprises through mails, New York to Chicago via Buffalo, Suspension Bridge, Toledo and Detroit, the lines of the Lake Shore and Michigan Southern Railway, and the lower peninsula of Michigan.

Tenth division comprises Wisconsin, the upper peninsula of Michigan, Minnesota, and Territories of Dakota and Montana.

Eleventh division comprises Louisiana, Arkansas, Texas, and Indian Territory.

#### PROVISION IN CASE OF DEATH.

At this point it is in place to call attention to the reasonableness of the request of clerks that Congress make some provision for the families of those who are killed while in the performance of their duties. Recognizing the objections that prevail respecting the establishment of a civil pension-roll, I shall not propose anything of the kind ; instead of which I recommend that the plan suggested by one of my predecessors (somewhat modified) be authorized—the Postmaster-General to use the fund arising from deductions because of the failure of clerks in the Railway Mail Service to perform duty, in paying to the widows and minor children of railway postal clerks killed while on duty a sum equal to one year's salary of the grade in which the clerk belonged ; provided, however, that only such as have been in the Railway Mail Service for three consecutive years shall become entitled to such consideration ; and provided further, that the maximum sum to be so paid shall not exceed \$1,000. In the event of there not being a sufficient amount arising from deductions, the Department shall be authorized to make up the deficiency from the regular appropriation to pay railway postal clerks.

This method could not become a burden to the Government, and as it is merely doing that which is practically now applied to those who, because of accident, are prevented from performing service, it seems only just to make temporary provision for those who are dependent upon the clerk whose life is sacrificed at his post of duty. The greatest trial and suffering come to the family in the year immediately following the death of its source of support, and I feel sure that a measure of relief, such as I recommend, would meet with public approval.

During the fiscal year 193 railroad accidents have been reported to this office, in which 10 postal clerks were killed, 95 seriously, and 40 slightly injured. An unusual number of the disabled appear to have

been so badly injured as to render them unfit for further duty in this service.

Appended to this report is a detailed statement of leaves of absence, with pay, granted to railway postal clerks injured while in the performance of duty, with the amounts paid acting clerks, who have been temporarily employed to take the places on the lines of those injured. The sum of \$13,964.19 was paid such acting clerks during the year. Acting clerks had also to be provided for fifteen postal clerks who were injured in 1887-'88, and not able to resume service at the commencement of the new fiscal year; the amount paid these acting clerks was \$3,407.22, the total amount paid on this account being \$17,371.41.

#### SPECIAL FACILITIES.

I have the honor to recommend that the sum of \$295,421.79 be appropriated for extra and special facilities on trunk lines for the fiscal year ending June 30, 1891, which is about the same in amount as the appropriation for the present year, namely, \$295,655.38.

The annual appropriation for special facilities on trunk lines is for the purpose of acquiring an exceptional and to some extent exclusive and special schedule at such hours as the trains can not be fairly utilized by the railroads in connection with their general business, and I would not feel warranted in recommending at this time any material curtailment of that which enables the Railway Mail Service to control facilities and improved schedules that would not be provided by the railroads without such compensation. Whenever it becomes possible, however, for the railroads to utilize the time or the special facility train service to any marked extent for general purposes, or whenever it becomes apparent to the General Superintendent of the Railway Mail Service that the occasion for the train and the speed for the ordinary travel or traffic of the line exists and would be enforced were the allowance withdrawn, it will be proper to recommend the stoppage of the special compensation; and I shall, during the current year, have a most careful and thorough examination made and kept up of all the lines to which the allowances are being made, with a view of determining how far it would be proper from time to time to recommend modification or withdrawal altogether of the allowance.

The amount appropriated for the current year is being expended as follows:

No. of route.	Terminal.	Railroad company.	Miles.	Pay.
5, 005	New York and Springfield..	New York, New Haven and Hartford.	135.73	\$17,647.06
6, 011	The 4.35 a. m. train .....	New York Central and Hudson River.	145.88	25,000.00
10, 001	Philadelphia and Bay View	Philadelphia, Wilmington and Baltimore.	92.00	20,000.00
10, 013*	Bay View and Quantico .....	Baltimore and Potomac.....	80.03	21,900.00
11, 001*	Quantico and Richmond .....	Richmond, Fredericksburgh and Potomac.	80.89	17,419.28
11, 008	Richmond and Petersburg	Richmond and Petersburg.....	23.07	4,310.28
11, 009	Petersburgh and Weldon .....	Petersburgh .....	63.54	11,596.05
13, 002	Weldon and Wilmington.....	Wilmington and Weldon .....	161.87	29,541.27
14, 002	Wilmington and Florence...	Wilmington, Columbia and Augusta..	110.00	20,075.00
14, 005	Florence and Charleston Junction.	Northeastern .....	95.00	17,837.50
14, 004	Charleston Junction and Savannah.	Charleston and Savannah.....	108.00	19,710.00
15, 009	Savannah and Jacksonville	Savannah, Florida and Western.....	171.56	31,309.79
10, 006	Baltimore and Hagerstown...	Western Maryland .....	86.10	15,713.25
16, 018 }	Jacksonville and Tampa....	Jacksonville, Tampa and Key West,	240.89	43,962.42
16, 007 }		and the South Florida.		
	Total .....			295,421.79

\* Part.

## ESTIMATES FOR RAILWAY POST-OFFICE CARS.

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, 1889, was \$2,053,643.60; amount expended, \$1,991,066.61; leaving an unexpended balance of \$62,576.99.

It must be borne in mind that during the fiscal year several lines of railway post-office cars were authorized, but are not charged against the appropriation for the reason that the cars could not be constructed in time to begin service before the close of the fiscal year, which accounts for so large an unexpended balance.

Add to the above expenditure (\$1,991,066.61) the amount accrued to Pacific roads (\$141,646.50) and we have the total cost for railway post-office cars during the year, \$2,132,713.11. Compared with 1888, this is an increase of \$181,511.12 or 9.30 + per cent.

The subjoined table shows in concise form the growth of this branch of the Service from July 1, 1881, to June 30, 1889:

Fiscal year ended June 30—	Amount of appropriation.	Amount expended.	Expenditures.		Per cent.		Gross amount accrued to Pacific railroads.
			Increase.	Decrease.	Increase.	Decrease.	
1881 .....	\$1,366,000.00	\$1,268,221.50	\$126,678.31	.....	11.09	.....	\$110,381.23
1882 .....	1,426,000.00	1,317,242.23	49,020.78	.....	3.86	.....	124,373.66
1883 .....	1,526,000.00	1,483,086.85	165,844.62	.....	12.50	.....	131,690.17
1884 .....	1,675,000.00	1,535,597.29	102,510.44	.....	6.89	.....	125,790.20
1885 .....	1,625,000.00	1,716,437.13	130,839.84	.....	8.25	.....	134,342.92
1886 .....	1,765,026.00	1,692,025.80	\$24,411.83	.....	.....	1.42	123,873.60
1887 .....	1,808,000.00	1,718,391.92	21,366.62	.....	1.26	.....	126,875.21
1888 .....	1,934,560.00	1,823,964.37	109,572.45	.....	6.38	.....	128,237.62
1889 .....	2,053,643.60	1,991,066.61	168,102.24	.....	9.22	.....	141,646.50

Increase, 59.54 per cent.; decrease, 1.42 per cent.; total increase, 58.12 per cent. Average per cent. per year, 7.27.

In making the above estimate the amount accrued to subsidized Pacific railroads and branches is excluded, as they are not paid from this appropriation. Without these the average annual increase for the past seven years (1886 not included) is 7.27 per cent. The figures for 1886 are excluded for the reason that the apparent decrease in that year is owing entirely to the discontinuance of payment for cars less than 40 feet in length.

On July 1, 1889, the annual *rate* of cost of railway post-office car lines (exclusive of amounts to be credited to the subsidized Pacific roads) was \$2,080,409.96. Including lines authorized previous to the close of the fiscal year (which had not been put into operation prior to July 1, 1889), additional lines, aggregating in cost \$107,354.78, have been authorized up to October 15, 1889, and during the current fiscal year new lines, and the extension of old ones, costing \$165,064.75, will be needed. If these are authorized the annual *rate* of cost on July 1, 1890, will be \$2,352,829.49.

There are also recommendations on file from division superintendents for the running of additional railway post-office car lines during 1890-'91 at an annual expense of \$276,954.10. I believe, however, that the dates of commencement of this new service can be so distributed throughout the year as to curtail the expense on that account to \$200,000. This amount, namely, \$200,000, added to the annual rate on July 1, 1890, will increase the aggregate for the coming fiscal year to \$2,552,829.49, and I have therefore the honor to recommend that the sum of \$2,553,000 be appropriated for railway post-office car lines, exclusive of lines on the subsidized Pacific roads, for the fiscal year ending June 30, 1891.

## RAILWAY POSTAL CLERKS.

As previously stated in the text of this report, there were 5,094 clerks in the service on June 30, 1888, and on June 30, 1889, there were 5,448, being an increase of 354, or 6.95 per cent. The amount paid for salaries during the former period was \$4,981,365.93 (an average of \$977.89 per clerk), and during the latter \$5,249,838.45 (an average of \$963.63 per clerk), being an increase of \$268,472.52, or 5.39 per cent. The amount appropriated for salaries for the fiscal year ended June 30, 1889, was \$5,296,790.21, and the expenditures amounted to \$5,250,838.45, leaving an unexpended balance of \$45,951.76. The annual rate of expenditures for salaries of railway postal clerks was, on July 1, 1889, \$5,268,600, and the appropriation for the fiscal year ending June 30, 1890 is \$5,600,000, leaving a margin of \$331,400 for new service, extension of lines, 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.

The following table exhibits the amount of expenditures and the per cent. of increase, by quarters, during the period from April 1, 1887, to June 30, 1889:

Quarter ending—	Expenditure.	Increase.	
		Amount.	Per cent.
June 30, 1887 .....	\$1,205,848.77	\$23,338.38	1.98
September 30, 1887 .....	1,219,994.52	14,145.75	1.17
December 31, 1887 .....	1,232,965.62	12,971.10	1.07
March 31, 1888 .....	1,254,111.01	21,145.39	1.72
June 30, 1888 .....	1,274,294.78	20,183.77	1.61
September 30, 1888 .....	1,290,599.68	16,304.90	1.28
December 31, 1888 .....	1,311,379.13	20,770.45	1.61
March 31, 1889 .....	1,327,185.09	15,806.66	1.21
June 30, 1889 .....	1,321,873.95	*5,311.74	*0.42
Total increase .....			11.63

\* Decrease.

The apparent decrease in the last quarter of the fiscal year 1889 was owing to the partial reorganization of this service whereby the averages pay per clerk, as hereinbefore mentioned, was temporarily reduced from \$977.89 to \$963.63 per annum, and as the process of re-adjustment by lines will be completed before the end of the current year, I deem it proper to exclude the figures for the quarter ended June 30, 1889, and base the estimate on the expenditure for the previous quarter, and the average rate of increase for the eight quarters preceding the second quarter of 1889.

*Comparative statement of expenditures for 1887-'88 and 1888-'89.*

Quarter ending—	Amount.	Quarter ending—	Amount.
September 30, 1887 .....	\$1,219,994.52	September 30, 1888 .....	\$1,290,599.68
December 31, 1887 .....	1,232,965.52	December 31, 1888 .....	1,311,379.13
March 31, 1888 .....	1,254,111.01	March 31, 1889 .....	1,327,185.09
June 30, 1888 .....	1,274,294.78	June 30, 1889 .....	1,321,873.95
Total .....	4,981,365.93	Total .....	5,250,838.45

Increase 1889 over 1888, \$268,472.50, or 5.41 per cent.



Taking the average quarterly increase of 1.46 per cent. and applying it to the fiscal year ending June 30, 1890, we have the following:

Amount expended quarter ended March 31, 1889.....	\$1,327,185.69
Estimate, quarter ending—	
September 30, 1889.....	1,366,222.41
December 31, 1889.....	1,386,169.25
March 31, 1890.....	1,406,407.32
June 30, 1890.....	1,426,940.86
Total.....	5,585,739.84

Assuming that the expenditure for the quarter ending June 30, 1890, will be \$1,426,940.86, and applying the average quarterly increase of 1.46 per cent., we have the following as the probable cost for the fiscal year ending June 30, 1891:

Quarter ending—	
September 30, 1890.....	\$1,447,774.19
December 31, 1890.....	1,468,911.69
March 31, 1891.....	1,490,357.79
June 30, 1891.....	1,512,117.02
Total.....	5,919,160.70

This is an increase of \$319,160, or 5.61 per cent. over the amount appropriated for the current fiscal year, and the data given above, together with the recommendations from the division superintendents now on file in this office, warrants me in saying that the service can not be satisfactorily performed for a sum less than the amount of the estimate.

I have, therefore, the honor to recommend that the sum of \$5,920,000 be appropriated for the salaries of railway postal clerks for the fiscal year ending June 30, 1891.

In this connection it may not be out of place to state that the estimate for railway postal clerks is based upon the maintenance throughout the next fiscal year of precisely the same system of grades and rates of pay as now prevail. It is believed that the necessities of the Railway Mail Service have become such as make it advisable to advance some and change other of its grades, and it is therefore in contemplation, during the session of Congress, to submit a detailed plan of the desired changes, the adoption of which will increase somewhat the amount of the appropriation for railway postal clerks that will be required for the next fiscal year.

#### POSTAL-CARD SUPPLY TRANSPORTATION.

The plan whereby postal-cards have been carried to the distributing depots by ordinary freight train service has been successfully conducted throughout the past year, and is likely to so continue during the current year, and it is hoped to be able to establish a somewhat similar arrangement in connection with the distribution of stamped envelopes and certain other supplies which have become so great in bulk and amount as to occasion serious interference with the clerks in the making of the necessary separations of mails in the railway post-offices. Aside from the advantages that will arise in the handling of the ordinary mails, there will be a saving of expense as between the cost of mail compensation and that paid for the customary fast freight service.

#### IMPROVEMENTS.

Since the last annual report much has been done towards the improvement of the service upon railroads which has, however, been more in the nature of betterment than the opening up of new service or

lines. Throughout the entire country the leading trunk lines have been given much attention, and within proper limits the service has been advanced by providing increased space and clerical force.

#### TRANSCONTINENTAL.

The most important railway mail service in the country is that between New York and San Francisco, via the New York Central and its allied lines, these cities being the great commercial centers of the country, because of their geographical positions and foreign intercourse. As indicated in the report of 1888, the service and speed of the mails between the Atlantic and Pacific, it was believed, had reached a degree of perfection that could not very well be improved upon for some years to come.

From the report of 1888 I make the following quotation :

In connection with the transcontinental service it will appear clear that no further improvement is possible with the facilities at the command of the Department, and when it is considered that the distance covered is over 3,340 miles, it does not appear that any further improvement could be reasonably expected.

#### WEST-BOUND.

On March 4, 1889, the fast-mail schedule from New York to San Francisco was one hundred and twenty-eight hours and fifteen minutes, that is, five days, eight hours, and fifteen minutes, reaching San Francisco at 7.15 a. m. the seventh day.

In May, 1889, we were enabled to reduce the west-bound time to one hundred and eighteen hours and forty-five minutes, that is, four days, twenty-two hours, and forty-five minutes, reaching San Francisco at 7.45 p. m. the sixth day.

I am pleased to announce that a new schedule has been agreed upon, to take effect November 17, 1889, that will reduce the time going west to one hundred and eight hours and forty-five minutes, reaching San Francisco, however, at 9.45 a. m., instead of 7.45 p. m., enabling us to make delivery really one whole day in advance of the present schedule.

#### EAST-BOUND.

On March 4 the fast-mail schedule from San Francisco to New York was one hundred and forty-one hours, leaving San Francisco at 3 p. m., reaching New York at 12 noon, seventh day. The change in May enabled us to reduce the east-bound time to one hundred and twenty-one hours (five days, one hour), leaving San Francisco at 6.30 p. m., reaching New York, by closed pouch only, at 7.30 p. m., sixth day, too late for delivery of mail same day.

The schedule agreed upon to take effect November 17 1889, will reduce the east-bound time to one hundred and ten hours, thirty minutes (four days, fourteen hours, and thirty minutes), leaving San Francisco at 8 p. m. and reaching New York, by fast railway post-office service throughout, at 10.35 a. m., a practical gain of a full day over the present schedule.

Boston and New England, and also a large extent of country between the East and West, will be correspondingly benefited. It is proposed to carry full railway post-office cars over the entire route, and the postal cars between Union Pacific Transfer (Omaha) and San Francisco will run directly through, without the customary transfer at Ogden, a distance of 1,861 miles.

Until the consummation of the new schedule the transcontinental service has been subject to wide fluctuations in time, and it has been a common thing to have to accomplish dispatch only by means of closed pouches, which is not satisfactory as compared with the service that can be rendered by railway postal clerks in railway post-offices. Hereafter the Department will have a voice in the making of the schedule all the way from the Atlantic to the Pacific, and it is now understood that the speed of the fastest limited passenger trains shall be the basis upon which to determine the speed of the fast transcontinental railway post-office train.

On the arrival of the fast mail at San Francisco the mails will be in readiness for carrier delivery at 10 o'clock a. m., and coming east the same system will be enforced in the preparation of the mails for immediate delivery.

#### SERVICE BY LIMITED TRAINS.

In connection with the new service upon the New York Central, leaving New York at 8.50 a. m. by limited southwestern passenger train, it has been possible to arrange for the transfer of two 60-foot railway post-office cars, which now go as far as Cleveland by train No. 19, and are then taken up by the Chicago limited, No. 1, reaching Chicago at 9.50 a. m. The time of the fast mail between New York and Chicago is now established upon the basis of the limited passenger trains, and as postal cars and a full force of clerks are assigned to the rapid service, the territory along and contiguous to the route partakes of corresponding benefit. The system of crane and catcher delivery will now be enforced over the entire route between the two oceans, and all of the important trunk-line schedules will be adjusted so as to connect with the fast transcontinental service at Chicago, Omaha, and Council Bluffs.

#### SCHEDULES AND FACILITIES IN GENERAL.

There has been no material change in the schedules by way of the Pennsylvania Railroad between New York and Pittsburgh, and thence to Chicago, Cincinnati, and St. Louis. The present arrangements provide satisfactorily for the transmission of the very heavy mails carried over this route, and the existing schedule which was put into effect last year—with some few modifications that will be submitted to the railroad management for its adoption—it is believed will enable us to maintain this line upon a parity with the other heavy lines of the country.

To enable us to treat properly the greatly increased volume of mail over the Pennsylvania system, it was found necessary to increase the car space by the establishment of two additional lines of 60-foot railway post-office cars in place of cars of 50-foot measurement. Between Pittsburgh and Chicago via the Pittsburgh, Fort Wayne and Chicago (Pennsylvania Company) an improved schedule has been put in force which furnishes a direct fast-mail connection from Pittsburgh to Chicago, connecting at Pittsburgh with the New York and Pittsburgh railway post-office train No. 7, leaving New York at 8 p. m., reaching Pittsburgh the next morning at 8.30 and Chicago the same evening at 9.45, insuring connection with all the important fast-mail trains heading out of Chicago.

It is proposed, before the establishment of the winter schedules, to endeavor to accomplish a change in the speed of train No. 7, and as well the creation of an improved schedule east from Chicago via Pittsburgh, and also the recognition by the railroads of the request of the Depart-

ment for the running, when necessary, of its railway post-office cars upon the first sections of limited passenger trains.

Service between New York, N. Y., and St. Louis, Mo., and Kansas City, Mo., via the New York and St. Louis and St. Louis and Kansas City fast mail railway post-offices continues on about the same schedule as was in effect at the date of the last annual report, except in a few minor respects of no special importance. The importance and usefulness of the fast mail in the Southwest via St. Louis for points beyond was, however, very considerably improved by a recent change of schedule of the Union Pacific Railroad between Kansas City, Mo., and Denver, Colo., by which the Kansas City and Denver railway post-office leaves Kansas City at 11.20 a. m., in direct connection with the arrival of the St. Louis and Kansas City railway post-office fast mail reaching Kansas City at 11 a. m.; the Kansas City and Denver making the run to Denver, 641 miles, in twenty hours and thirty minutes, arriving at Denver the following a. m. at 7.45. This is a virtual addition of 641 miles to the fast-mail service of the Southwestern system, which is all the more gratifying as it is secured without additional expense to the Department.

Since the last report an important through line from Washington, D. C., to Cincinnati, Ohio, and Louisville, Ky., has been established via the Richmond and Danville and the Chesapeake and Ohio Railroads. This line, while not an entirely new one, can only be said to have lately taken a place in the records of the Department as a through line, because until recently the schedule from Washington to the points above mentioned was not a through connecting one that could be utilized by the Department to any advantage over the other lines in operation. Now, however, the through service by this line is double daily by through direct connecting trains, affording specially improved facilities for the dispatch of mail for certain portions of eastern Kentucky, and also some of the State of Ohio, at certain dispatches from New York, Philadelphia, Washington, Baltimore, and Richmond.

The natural growth of the volume of mail being forwarded by the Baltimore and Ohio Railroad from Washington via the Baltimore and Grafton railway post-office and its connections with the Grafton and Cincinnati, Grafton and Chicago, and Cincinnati and St. Louis railway post-offices, had increased to such proportions, that additional space was found absolutely necessary to facilitate the proper handling, so that, as below indicated in its proper place, two lines of 60-foot cars were authorized to meet the requirements via these routes.

#### RAILWAY POST-OFFICE CHANGES.

The following are the changes in railway post-offices, with the date of the order and the miles of service effected. It will be noticed that while this statement deals only with the more important lines, a total of nearly 10,000 miles (9,857) of service has received treatment in the direction of betterment:

	Miles.
October 29, 1888.—New York, N. Y., and Pittsburgh, Pa.: Two daily lines of 60-foot cars to supersede one line of 40 feet. Pittsburgh, Pa., to Indianapolis, Ind.: One line of 60-foot cars in lieu of one line of 40 feet. Indianapolis, Ind., to St. Louis, Mo.: One daily line of 60-foot cars to supersede one line of 40 feet.	1,062
October 31, 1888.—St. Louis, Mo., to Kansas City, Mo.: One additional line of 40-foot cars. This addition was made with a view of perfecting the through line from New York to Kansas City and the Southwest via Pittsburgh, Pa., and St. Louis, Mo., and particularly to furnish increased facilities between St. Louis and Kansas City.	283

	Miles.
November 1, 1888.—Kansas City, Mo., to Pueblo, Colo: One daily line of 60-foot cars to supersede line of 50 feet.....	636
December 12, 1888.—St. Louis, Mo., to Nashville, Tenn.: Forty-foot postal cars in lieu of apartment cars. The development of this through direct line between the points named has for a long time demanded increased facilities.	322
December 27, 1888.—Chicago to Quincy, Ill.: One line of 60-foot cars ordered to supersede a line of 50-foot cars then in operation.....	264
January 4, 1889.—Meridian, Miss., to New Orleans, La.: Forty-foot postal car line substituted for apartment cars. This is a division of the Queen and Crescent route between Cincinnati, Ohio, and New Orleans, La.....	197
January 12, 1889.—Toledo, Ohio, to St. Louis, Mo.: Substituted 50-foot postal cars for 40-foot cars. To meet the demands of this important link between the New York and Chicago railway post-office with the heavy New England mails going forward by that route to St. Louis and the Southwest, increased space had to be furnished.....	438
January 29, 1889.—Lynchburg to Roanoke, Va.: A new line of 40-foot postal cars ordered to secure the advantages of a double daily railway post-office car service between Lynchburg, Va., and Bristol, Tenn.....	59
February 28, 1889.—Baltimore, Md., to Chicago, Ill.: Sixty-foot daily car line in lieu of 50-foot cars. To properly accommodate the greatly increased quantity of mail going forward via the Baltimore and Ohio Railroad between Baltimore and Chicago the above increase became necessary.....	954
March 1, 1889.—New York to Chicago, Ill.: Additional 50-foot car line made necessary by the gradual increase of the mail on this division of the New York and Chicago railway post-office.....	962
March 15, 1889.—Chicago to East St. Louis, Ill.: Establishment of a 60-foot postal-car line to supersede a line of 50-foot postal cars.....	284
March 15, 1889.—Cincinnati, Ohio, to Chattanooga, Tenn.: Two daily lines of 50-foot postal cars in lieu of 40-foot cars. This increase became necessary to properly accommodate in storage and distribution the heavy increase of mail going forward over this portion of the Queen and Crescent route....	340
March 19, 1889.—Baltimore, Md., to Cincinnati, Ohio: Two daily lines of 60-foot cars ordered to supersede two lines of 50-foot cars. Cincinnati, Ohio, to St. Louis, Mo.: Two daily lines of 60-foot postal cars to supersede one line of 50-foot and one of 45-foot. The increase of space between Baltimore and St. Louis became necessary owing to the steady natural growth in the quantity of mail transported over this trunk line, which is one of the principal channels for the movement of the mails between the East and West.	955
April 18, 1889.—Portage to La Crosse, Wis.: One daily line of 40-foot postal cars.....	104
August 19, 1889.—New Orleans, La., to Houston, Tex.: New daily line 40-foot postal cars in lieu of apartment cars. Increase made necessary by the gradual growth in the volume of mail being forwarded via this route between the Gulf country and the East and Southeast.....	362
September 4, 1889.—Chicago, Ill., to Cincinnati, Ohio: Additional daily line 40-foot postal cars between Chicago and Cincinnati.....	307
September 4, 1889.—Kansas City, Mo., to Union Pacific Transfer, Iowa: Additional daily line 40-foot postal cars.....	196
September 4, 1889.—Texarkana to Fort Worth, Tex.: Single daily line 40-foot postal cars. Made necessary to secure better facilities for storage and distribution of the mails between Texarkana and El Paso, Tex.....	248
September 6, 1889.—Washington, D. C., to Atlanta, Ga.: Single daily line of 60-foot postal cars in lieu of 50-foot-car line. Increase necessary to meet demands of the heavy mails being forwarded via this important line between Washington, D. C., and New Orleans, La.....	650
September 12, 1889.—New York, N. Y., to Washington, D. C.: Additional daily line 40-foot postal cars. This important line has for a long time needed increased space.....	225
September 12, 1889.—Williamsport, Pa. to Baltimore, Md.: One daily line of 50-foot postal cars to supersede 40-foot-car line.....	179
September 16, 1889.—Mandan, Dak., to Forsyth, Mont.: New daily line of 40-foot postal cars.....	333
September 20, 1889.—Barnesville, Minn., to Devil's Lake, Dak.: One new line 40-foot postal cars.....	429

## SUMMER-RESORT SERVICE.

During the past summer special attention was given to the advancement of the mails in connection with the principal summer resorts along the Atlantic coast, and throughout the mountains and lake regions, and it is believed the increase of the service, and the improvements in time, were much appreciated by the people. Nothing carries with it a greater degree of real pleasure and contentment to those who are absent than the receipt of a letter from home, and it has been the endeavor of the Railway Mail Service to enforce more than the ordinary frequency and rapidity of the same.

During the Christmas season, when the mails are overcrowded with letter and package matter, requiring special dispatch and care, it is proposed, if our appropriation is sufficient, to re-enforce the heavy lines with additional clerks so as to guard against the liability to delay, and this will also save the occasion for turning over unworked mails to connecting lines and terminal post-offices.

## INTERRUPTIONS.

In May and June of the present year the Railway Mail Service was put to a very severe test, occasioned by the floods which extended throughout nearly all of the States of Pennsylvania, Maryland, Virginia, and West Virginia and parts of North Carolina. All of the great trunk lines, except the New York Central, were prevented for days from getting trains over the full extent of their roads, and it became necessary to arrange for special train service to carry the mails by roundabout routes to secure remote connections that could be maintained. The loss of passengers en route near Johnstown, Pa., was from a train carrying a full railway post-office car, and it was only through the courage and determination of the railway postal clerks that the valuable letter mail and registers were saved from destruction.

By means of a four-mule wagon that was pressed into the service, the letter and registered mail matter contained in the car was driven up into the mountain and thence to Ebensburg and Altoona, Pa. Not a single piece of letter or registered mail was lost.

It is worthy of note that in the advancement of an important mail that had been subjected to delay, it became necessary to run a special train from Harrisburgh, Pa., to New York, N. Y., a distance of 195 miles, which was accomplished by the Pennsylvania Railroad in four hours and nineteen minutes.

It is proper that favorable mention be made in this connection of the prompt willingness that was shown, I believe without any exception, on the part of the railroad officials in responding, during the period of the floods, to our requests for special and exceptional train service and additional car space. It was mainly because of their hearty co-operation that we were enabled to dispose readily of the great accumulation of delayed mails.

## THE RAILWAY MAIL SERVICE, ITS PAST, PRESENT, AND FUTURE.

The character and extent of the Railway Mail Service, as it exists to-day, becomes very interesting when it is compared with the service of ten years ago, and when we think of its probable extent and character ten years hence, the necessity for strengthening and perfecting its organization and methods becomes all the more important. It is the

one thing above all others in this country that moves only in one direction, and that is ahead, and with the growth of the land and the construction of new railroads, civilization cannot be maintained, nor would life be worth struggling for, if the people were deprived of the advantages that the postal system brings with it, and which is so happily enforced by means of the railway mail manipulation, while the trains are being whirled through the country by night as well as by day at a speed often exceeding 60 miles an hour.

The country and its vast financial and commercial interests require rapidity in transit and frequency of the service, and it is to the perfecting of the organization and the enforcement of quick transit that my attention has been mainly given, and I am confident that still greater improvements and increased efficiency can be effected by creating an organization at the Department central office that will enable the General Superintendent to properly arrange the labors that are necessarily associated with the General Superintendent's office.

#### ASSISTANT GENERAL SUPERINTENDENT.

By law there is no authority to employ an Assistant General Superintendent of the Railway Mail Service, and I recommend that the sum of \$3,000 be included in the estimates for the next fiscal year for that purpose. There can hardly be a question as to the necessity of authorizing such a position, and it is believed Congress will make suitable provision for its maintenance.

#### CHIEF CLERK.

For the office of the General Superintendent no provision has by law been made for a chief clerk. Prior to 1884 there was such an assignment at a salary of \$2,200 per annum, but under a ruling of the Department the assignment was dispensed with and the duties are now performed by an Assistant Superintendent, whose compensation is \$1,600 per annum. There is no chief clerkship in the Department more difficult to fill, and the duties of which are more arduous and trying, and the position should be placed upon a parity with the other chief clerkships of the Post-Office Department, and I have the honor to recommend that the sum of \$2,000 be included in the estimates for next year to pay for one chief clerk in the office of the General Superintendent Railway Mail Service.

The following table shows the increase in the Service for the last ten years, and we have every reason to believe that the percentage of growth will continue to advance :

*Increase in the Railway Mail Service 1889 over 1879.*

Fiscal year ending—	Miles of railroad over which mails were carried.	Annual transportation of mails by railroads.	Length of railway post-office lines.	Annual miles of service by railway post-office lines.	No. of railway postal clerks.	No. of pieces of mail matter handled.	No. of post-offices in the United States.
June 30, 1889.	150,381	204,192,489	183,110	125,870,735	5,448	7,043,838,598	58,909
June 30, 1879.	79,991	83,092,992	78,147	52,419,773	2,609	2,686,057,540	40,855
Increase 1889 over 1879, No.	70,390	111,099,497	54,963	73,450,962	2,839	4,357,781,058	18,144
Increase 1889 over 1879, p.c.	87.99	112.34	70.46	140.12	108.81	164.90	44.41

## GRADES AND COMPENSATION OF RAILWAY POSTAL CLERKS.

In September, 1889, it was thought best to bring together in Washington, D. C., the superintendents of the eleven divisions of the Railway Mail Service, and, as well, the superintendents of mails attached to the important post-offices in the country.

The principal subjects considered were what improvements could be suggested and the creating of an improved system of examinations and schedules. An entire week was given to the daily discussion of all matters of interest to the postal service, and the proceedings will shortly be issued in pamphlet to those who will have occasion to refer to the recommendations and suggestions. This was, perhaps, the fullest and most important gathering of the kind that has ever taken place, and much good will be certain to result from it. At the request of the General Superintendent the importance of revising the grades; and to some extent the compensation, of the railway postal clerks was given special consideration, and the recommendations that will shortly be made to the honorable Postmaster-General, it is believed, will by him be approved and recommended to Congress.

## COMMENDATION.

I desire, in conclusion, to express my hearty thanks to all associated with me, especially to division officers, for their zealous assistance and the enthusiastic support they have accorded my endeavors to elevate and advance the Railway Mail Service and the interests of the Post-Office Department generally.

I have the honor to be, very respectfully,

J. LOWRIE BELL,  
*General Superintendent.*

Hon. S. A. WHITFIELD,  
*Second Assistant Postmaster General.*



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TABLE A\*.—Statement of railway post-offices in

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>			
Abbeville and Louvale, Ga. ....	4	110.08	Abbeville, Louvale, Ga. (Amer. Pres. and Lum. R. R.).	15050	110.08
Aberdeen and Durant, Miss. ...	4	108.63	Aberdeen, Durant, Miss. (Ill. Cent. R. R.).	18009	108.63
Aberdeen and Orient, Dak. ....	10	83.04	Aberdeen, Roscoe, Dak. (Chi., Mil. and St. Paul).	<sup>1</sup> 26010 (part)	41.60
			Roscoe, Orient, Dak. (Chi., Mil. and St. Paul).	35020	41.73
Addison, Mich., and Franklin, Ohio. <sup>2</sup>	5	188.30	Addison, Mich., Franklin, Ohio (Cin., Jack. and Mack.).	21075	190.30
Addison, N. Y., and Galeton, Pa.	2	46.56	Addison, N. Y., Galeton, Pa. (Add. and Penn.).	6122	47.24
Adrian, Mich., and Fayette, Ohio. <sup>3</sup>	9	33.26	Adrian, Grosvenor, Mich. (L. S. and M. S.).	21095 (part)	( <sup>4</sup> )
			Grosvenor, Mich., Fayette, Ohio (L. S. and M. S.).	24075	25.57
Albany and Binghamton, N. Y.	2	143.21	Albany, Binghamton, N. Y. (D. and H. C. Co.).	6028	143.22
Albany, Kingston, and New York, N. Y.	2	146.23	Albany, New York, N. Y. (West Shore.).	6120	142.27
<i>Albany and New York, N. Y. ....</i>	9	145.35	Albany, New York, N. Y. (N. Y. C. and H. R.).	6011 (part)	( <sup>5</sup> )
Albany and Thomasville, Ga. ...	4	58.92	Albany, Thomasville, Ga. (S. Fla. and West Rwy.).	15018 (part)	58.92
Albany and Yaquina, Oregon. <sup>14</sup>	8	85.16	Albany, Yaquina, Oregon (Oregon Pacific R. R.).	44006	85.16
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albert Lea, Minn., Burlington, Iowa (Burl. C. Rap. and Northern).	<sup>12</sup> 27001 (part)	252.70
			Cedar Falls, Elmira (n. o.) Iowa (Burl. C. Rap. and North.).	27001 (part)	( <sup>15</sup> )
			Elmira (n. o.), Iowa Junction (n. o.), Iowa (Burl. C. and North.).	<sup>13</sup> 27048 (part)	11.90
			Iowa Junction (n. o.), Nichol, Iowa (Bur., C. Rap. and North.).	27004 (part)	( <sup>16</sup> )
			Nichol, Burlington, Iowa (Bur., C. Rap. and North.).	27001 (part)	( <sup>17</sup> )
Albuquerque, N. Mex., and El Paso, Tex.	7	254.39	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).	<sup>13</sup> 38006 (part)	177.14
			Rincon, N. Mex., El Paso, Tex. (A., T. and S. F.).	39004	77.20
Albuquerque, N. Mex., and Los Angeles, Cal. <sup>18</sup>	8	887.41	Albuquerque, N. Mex., Needles, Cal. (Atlantic and Pacific R. R.).	39003	574.85
			Needles, Barstow, Cal. (Atlantic and Pacific R. R.).	46042 (part)	169.30
			Barstow, San Bernardino, Cal. (California Southern).	46037 (part)	21.10
			San Bernardino, Los Angeles, Cal. (Central Pacific).	46053	61.37
Alexandria and La Fayette, La. <sup>19</sup>	11	85.82	Alexandria, La Fayette, La. (So. Pac.).	30021	85.82

<sup>1</sup> Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles), St. Paul, Minn., and Mitchell, Dak., R. P. O. (256.34 miles), and by Roscoe and Bowdle, Dak., pouch service (15.25 miles). (See Table C\*.)

<sup>2</sup> This line was formerly the Bryan and Carlisle R. P. O. distance 147.51 miles. Balance of route—Alvordton to Bryan, Ohio—15.60 miles, was covered by closed pouches. (See Table C\*.) July 9, 1888, R. P. O. service was extended from Bryan, Ohio to Addison, Mich., increase 25.73 miles, and clerks run through to that point, thereby discontinuing closed-pouch service between Bryan and Alvordton, Ohio. January 14, 1889, Addison and Carlisle R. P. O. was extended from Carlisle to Franklin, Ohio, increasing distance 1.89 miles.

<sup>3</sup> One car in reserve.

<sup>4</sup> In reserve.

<sup>5</sup> Runs over route 21095, Adrian to Grosvenor, Mich. (7.60 miles).

<sup>6</sup> Shown in report of New York and Chicago R. P. O.

<sup>7</sup> One helper, Albany to Maryland and return, 70 miles, and one transfer clerk, at Albany, N. Y.

<sup>8</sup> Double daily service, except Sunday.

<sup>9</sup> Two clerks, transfer duty, at Albany, N. Y.

<sup>10</sup> Runs west on N. Y. and Chicago R. P. O., train 21.

<sup>11</sup> Clerks run west on New York and Chicago R. P. O., train 21.

<sup>12</sup> Clerks appointed to the New York and Chicago R. P. O.

<sup>13</sup> Remainder of route, 104.14 miles, shown as Waycross and Chatt. R. P. O.

operation in the United States on June 30, 1889.

Average weight of mail whole distance per day.	Date of last re-adjust- 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.
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
161	July 1, 1888	2 17	1 17	6	68,688	110.08	1	5 1	4 9	2	1	2
482	July 1, 1888	25 21.5	24 21.5	7	79,299	108.63	1	7 3	3 9	2	1	2
2,377	July 1, 1887	9 26.26	8 26.26	6	51,816	166.08	1	13 0	7 7	1	1	1
299	July 25, 1887	15 13.92	14 17.05									
465	July 1, 1889	3 22.38	2 24.48	6	117,181	188.30	3	14 0	7 1	2	1	2
618	July 1, 1889	1 15.01	4 18.82	6	29,147	93.12	1	12 0	7 0	1	1	1
69,142	July 1, 1885	144 10.13	143 6.51	6	20,754	66.52	41	12 0	7 0	1	1	1
319	July 1, 1888	144 13.72	143 12.66				1	12 0	6 7	1	1	1
2,936	July 1, 1889	1 25.54	2 25.54	6	89,363	95.47	42	20 0	9 0	3	1	3
2,208	July 1, 1889	14 30.24	11 28.74	6	91,248	146.23	1	21 0	9 0	2	1	2
		12 29.22	13 24.72	8	91,248		1	21 0	9 0	2	1	2
99,901	July 1, 1885	1027 28.87	24 30.60	6	90,698	145.35	43	21 0	8 7	2	2	2
			26 29.56	6	90,698	145.35	1	17 0	9 0	4	5	13
1,674	July 1, 1884	6 23.5	5 23.5	7	43,012	117.84	2	50 0	9 0	1	1	1
							1	14 4	8 7	1	1	1
		2 20.77	1 20.77	6	53,139	170.32	1	24 0	9 0	1	1	1
3,504	July 1, 1887	2 25.48	1 26.00	6	157,959	126.57	2	26 0	9 1	4	2	19
3,504	July 1, 1887	4 10.64	3 24.48	6	106,198	170.19	162	17 6	9 1	172	1	
		4 27.73	3 25.68				1	12 0	8 9			
		4 20.57	3 21.00									
		4 29.10	3 27.89									
4,546	July 1, 1886	3 20.84	4 18.64	7	185,705	127.20	3	21 0	9 34	4	1	4
1,101	July 1, 1886	3 20.60	4 25.73	7								
2,428	July 1, 1886	3 22.54	4 22.90	7	647,800	221.85	2	21 0	9 34	8	1	13
1,873	July 1, 1886	3 22.87	4 23.19				2	23 10	9 3			
							1	23 94	9 34			
927	July 1, 1886	3 25.26	4 19.75				3	23 104	9 34			
		3 27.06	4 28.30									
5,916	June 21, 1888	42 28.30	43 27.06		45,449	124.52						
		51 21.78	50 21.78	7	50,871	171.64	242	18 0	9 0	1	1	1

14 New service, Oct. 25, 1888.

15 Distance (81.60 miles) covered by through run.

16 One of these cars in reserve.

17 Short run, Cedar Falls to Burlington, Iowa, 170.19 miles.

18 Balance of route (8.90 miles) covered by Clinton and Iowa City R. P. O.

19 Distance (12 miles) covered by Muscatine and Montezuma, Iowa, R. P. O.

20 Distance (55.79 miles) covered by through run.

21 348.09 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 53.82 miles, between Rincon and Deming, N. Mex., covered by Rincon and Silver City R. P. O.

22 Helpers Albuquerque, N. Mex., to Holbrook Ariz.: 1 clerk short run, Los Angeles to San Bernardino; 1 clerk, city distributor for Los Angeles. Balance of route 46042, Barstow to Mojave (71.43 miles) closed-pouch service. (See Table C.) 48.90 miles of route 46037 covered by Los Angeles and National City R. P. O. Balance of route (82.69 miles) covered by San Bernardino and Oceanside. Cars run through from Albuquerque, N. Mex., to National City, Cal., same cars used by Los Angeles and National City R. P. O.

23 Service extended September 3, 1888, increase distance, 21.36 miles.

24 One 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>stages</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>			
Allentown and Harrisburg, Pa.	2	91.84	Allentown, Harrisburg, Pa. (P. and R.) ...	8078	90.49
Allentown and Pawling, Pa....	2	44.18	Allentown, Emava Junction, Pa. (P. and R.). Emava Junction, Pawling, Pa. (Purkioinen).	8073 (part) 8056	( <sup>1</sup> ) 37.38
Alpena and Alger, Mich.....	9	104.50	Alpena, Alger, Mich. (D., B. C. and A.)...	24057	105.34
Altou Bay and Dover, N. H....	1	28.42	Altou Bay, Dover, N. H. (Bos. and Me.)...	1013	28.42
Anderson and Ladoga, Ind.....	5	65.01	Anderson, Ladoga, Ind. (Midland) .....	22037	65.67
Anderson and McCormick, S. C.	4	59.46	Anderson, McCormick, S. C. (P. R. and W. C. Rwy.).	14023	59.46
Annapolis Junction and Annapolis, Md.	3	21.09	Annapolis Junction, Annapolis, Md. (An., Washn. and Balt.).	10007	21.06
Antonito, Colo., and Santa Fé, N. Mex.	7	130	Antonito, Colo., Espanola, N. Mex. (D. and R. G.).	338004 (part)	91.47
Arcadia and Cherry Vale, Kans.	7	81.37	Espanola, Santa Fé, N. Mex. (S. Fé So.)... Cherry Vale, Arcadia, Kans. (K. C., Ft. S. and M.).	39011 (part) 33024	38.85 73.97
Arkansas City and Warren, Ark.	11	56.60	Weir City Junction (n. o.). Weir, Kans. (K. C., Ft. S. and M.).	1033043	3.90
Ashville and Jarrett's, N. C....	3	101.33	Arkansas City, Trippe, Ark. (St. L., I. M. and S.).	29007	( <sup>11</sup> )
Ashland and Abbotsford, Wis.	10	123.70	Trippe, Warren, Ark. (St. L., I. M. and S.).	29004	49.25
Ashland and Milwaukee, Wis..	10	891.10	Ashville, Asheville Junction (n. o.), N. C. (Rich. and Dan.).	13006 (part)	( <sup>12</sup> )
			Ashville Junction (n. o.), Jarrett's, N. C. (Rich. and Dan.).	13016	98.94
			Ashland, Abbotsford, Wis. (Wis. Central).	1025017 (part)	133.10
			Ashland, Wis., Watersmeet, Mich. (Mil., L. S. and Western).	25063 (part)	98.42
			Watersmeet, Mich., Eland, Wis. (Mil., L. S. and Western).	25050	105.48
			Eland, Manitowoc, Wis. (Mil., L. S. and Western).	1025049 (part)	110.60
			Manitowoc, Milwaukee, Wis. (Mil., L. S. and Western).	1025018 (part)	77.63
Ashland and Richardson, Ky...	5	50.38	Ashland, Richardson, Ky. (Chattanooga)....	20027	50.24
Ashland, Wis., and St. Paul, Minn.	10	184.22	Ashland, Ashland Junction, Wis. (Chi., St. P., Minn. and Om.).	25032	4.63
			Ashland Junction, Hudson, Wis. (Chi., St. P., Minn. and Om.).	1025028 (part)	159.90
			Hudson, Wis., St. Paul, Minn. (Chi., St. P., Minn. and Om.).	25030 (part)	( <sup>13</sup> )
Ashley and Muskegon, Mich...	9	96.24	Ashley, Muskegon, Mich. (T. S. and M.)...	24676	96.24
Ashtabula, Ohio, and New Castle, Pa.	5	81.26	Ashtabula, Ohio, Mahoningtown, Pa. (Penna. Co.).	21044	78.81
			Mahoningtown, New Castle, Pa. (Penna. Co.).	8044 (part)	( <sup>14</sup> )

<sup>1</sup> Double daily service except Sunday.<sup>2</sup> One car in reserve.<sup>3</sup> 4.50 miles covered by Allentown and Harrisburg R. P. O.<sup>4</sup> Two cars in reserve.<sup>5</sup> Cars and clerks shown on 8073.<sup>6</sup> Held in reserve.<sup>7</sup> Reserve car.<sup>8</sup> 1 in reserve.<sup>9</sup> 109.52 miles of route 38004, between Cucharas and Antonito, Colo., covered by Pueblo and Silverton, Colo., R. P. O.<sup>10</sup> Clerk doubles route 33043 twice each round trip

Clerk is relieved every third week by the additional clerk of Fort Scott, Kans., and Webb City, Mo., R. P. O., who alternates between this line, Fort Scott, Kans., and Webb City, Mo., R. P. O., and Yates Center and Sedan, Kans., R. P. O.

<sup>11</sup> See Fort Smith, Ark., and Leland, Miss., R. P. O. (7.35 miles).<sup>12</sup> 1 mile covered by the Salisbury and Knoxville R. P. O.<sup>13</sup> Balance of route covered by Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., R. P. O.

in the United States on June 30, 1889—Cont nued.

Average weight of mail whole distance per day.	Date of last re-adjust- 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 dimensions 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.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
3,437	July 1, 1889	1030.61 628.51	928.51 323.94	6	157,308 57,308	122.45 -----	1 1	15 0 14 0	8 6 8 6	2 1	1 1			3
3,473	July 1, 1889	1024.54	524.54	6	27,568	88.36	21 43	14 0 8 6	8 6 6 2			1	1	1
379	July 1, 1889	1023.10	522.62	6	-----	-----	( <sup>5</sup> )	-----	-----	( <sup>5</sup> )				
655	Mar.30,1887	126.25	224.70	6	65,208	104.50	1 61	12 10 11 3	6 10 6 7	2 1	1 1			2
1,166	July 1, 1889	5423.65 122.28	1026.76 75.24	6	17,734 17,734	113.68 -----	1 1	11 1 9 5	6 7 6 7	1	1			1
177	July 1, 1888	116.80	416.20	6	40,566	130.02	1	15 0	8 0	1	1			1
81	Oct.15, 1886	9015.6	8913.7	6	37,103	118.92	1	10 5	6 0	1	1			1
1077	July 1, 1889	225.50	131.87	6	13,160	42.18	13	6 6	8 9	1	1			1
748	July 1, 1886	47317.54	47415.24	6	81,120	130	13	13 5	7 5	2	1			2
300	July 1, 1889	215.54	119.42	6										
524	July 1, 1886	1518.49	1619.30	7	59,400	120.64	1	14 0	9 11	1	1			1
86	July 1, 1884	1519.40	1619.40	7										
802	July 1, 1886	6611.76	65 9.80	6	35,318	113.20	1	17 10	9 05	1	1			1
250	July 1, 1886	6610.65	6511.21											
1410	July 1, 1885	1812	1712	6	63,230	101.33	1	8 2	3 4	2	1			2
							1	6 10	6 4					
312	July 1, 1885	18 9.92	17 9.92											
1,669	July 1, 1887	1823	1721.45	6	83,429	133.70	2	15 0	7 8	2	1			2
							141	28 2	9 4					
992	July 1, 1887	622.35	526.45	6	169,846	136.09	2	22 4	9 34	155	1			8
1,351	July 1, 1887	16627.63 4	16524.72 1											
1,775	July 1, 1887	16624.07 4	16522.32 1	6	130,104	139	2	24 8	9 34	183	1			
2,640	July 1, 1887	425.50	123.19	-----	-----	-----	201	22 4	9 34					
263	July 1, 1884	4212.24	4311.40	6	31,437	100.76	1	15 2	8 10	1	1			1
861	July 1, 1887	6125.80	6217.16	6	114,953	122.81	1	21 11	9 4	3	1			8
							1	22 0	9 4					
1,142	July 1, 1887	6123.40	6222.50											
3,000	July 1, 1887	6120.70	6222.68											
295	Mar.12, 1888	228.80	125.60	6	60,054	192.48	1	15 0	8 0	2	1			2
							61	11 2	6 9					
329	July 1, 1888	2421.60	2323.40	6	50,706	81.26	2	20 0	9 0	2	1			2
							121	15 0	9 0					
1,305	July 1, 1885	2428.80	2324	6										

O. (185.54 miles), and by Milwaukee and Rugby Junction, Wis., pouch service (27.30 miles). (See Table C.)

<sup>14</sup> In reserve at Ashland, Wis.

<sup>15</sup> North division; Ashland to Appleton, Wis.; one helper between Antigo and Appleton, Wis.

<sup>16</sup> Lap service between Antigo and Appleton, Wis. (89.59 miles).

<sup>17</sup> Balance of route (23.01 miles) covered by Eland and Warsaw, Wis., pouch service. (See Table C.)

<sup>18</sup> South division; Antigo to Milwaukee, Wis. (208.50 miles).

<sup>19</sup> Balance of route (7.33 miles) covered by Two Rivers and Manitowish, Wis., pouch service. (See Table C.)

<sup>20</sup> One in reserve at Kaukauna, Wis.

<sup>21</sup> Balance of route (21.21 miles) covered by Bayfield and Ashland Junction, Wis., pouch service. (See Table C.)

<sup>22</sup> Distance (19.60 miles) covered by St. Paul, Minn. and Elroy, Wis., R. P. O.

<sup>23</sup> In reserve.

<sup>24</sup> Covered by lines of second division 2.40 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 north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Ashtabula and Youngstown, Ohio. <sup>1</sup>	9	64.70	Ashtabula, Andover, Ohio (L. S. and M. S.). Andover, Youngstown, Ohio (L. S. and M. S.).	8045 (part) 21062	(?) 39.20
Astor and Leesburgh, Fla. ....	4	40.60	Astor, Eustis, Fla. (Fla. South. Rwy.) .... Fort Mason, Leesburgh, Fla. (Fla. South. Rwy.).	16008 (part) 16014 (part)	27.16 12.80
Atchison and Leonora, Kans. ....	7	294.52	Atchison, Waterville, Kans. (C. Beh. U. P.). Waterville, Greenleaf, Kans. (C. Beh. U. P.). Greenleaf, Concordia, Kans. (C. Beh. U. P.).	33003 33021 (part) 33022	100.26 13.11 43.19
Atchison and Topeka, Kans. ....	7	51.11	Concordia, Leonora, Kans. (C. Beh. U. P.). Atchison, Topeka, Kans. (A., T. and S. F.).	33026 33010 (part)	128.70 50.70
Atchison Junction, Mo., and Atchison, Kans.	7	29.24	Atchison Junction, Mo., Atchison, Kans. (C., R. I. and P.).	28032	29.24
Athens and Macon, Ga. ....	4	106.77	Athens, Macon, Ga. (Cov. and Macon R.R.).	15032	106.77
Athens and Union Point, Ga. ....	4	40.48	Athens, Union Point, Ga. ....	15007	40.48
Athol and Springfield, Mass. ....	1	48.34	Athol, Springfield, Mass. (Bos. and Alb'y).	3068	47.89
Atlanta, Ga., and Artesia, Miss. Eastern Division	4	167.88	Atlanta, Ga., Birmingham, Ala. (Rich. and Dan. R. R.).	15042	167.88
Western Division		139.44	Birmingham, Ala., Columbus, Miss. (Rich. and Dan. R. R.).	18005	124.83
Atlanta and Brunswick, Ga. ....	4	278.37	Columbus, Artesia, Miss. .... Atlanta, Brunswick, Ga. (E. T., V. and Ga. R. R.).	18014 15013 (part)	14.61 277.76
Atlanta and Fort Valley, Ga. ....	4	105.14	Atlanta, Fort Valley, Ga. (At. and Fla. R. R.).	15056	105.14
Atlanta, Ga., and Montgomery, Ala.	4	173.33	Atlanta, West Point, Ga. (A. and W. P. R. R.). West Point, Ga., Montgomery, Ala. (West. R. R. of Ala.).	15003 17001	87.86 86.63
Atlanta and Waycross, Ga. ....	4	210.34	Atlanta, Macon, Ga. (Cent. R. R.) .....	15012	103.91
North Division			Macon, Smithville, Ga. (S. W. R. R.) .....	15018 (part) 15039	47.83 24.12
South Division		112.32	Smithville, Albany, Ga. (S. W. R. R.) .....	15023 (part) 17035	111.51 35.00
Attalla and Anniston, Ala. ....	4	35.99	Attalla, Anniston, Ala. (Ann. and Cinn. R. R.).	33048	21.76
Attica and Medicine Lodge, Kans.	7	21.76	Attica, Medicine Lodge, Kans. (So. Kans.).		
Auburn and Freeville, N. Y. ....	2	39.41	Auburn, Freeville, N. Y. (So. Central).	6076	39.40
Auburn and Harrisburg, Pa. ....	2	59.84	Auburn, Harrisburg, Pa. (P. and R.).	8028	59.05
Auburn and Lincoln, Nebr. ....	6	76.84	Auburn, Weeping Water, Nebr. (Mo. Pacific). Weeping Water, Lincoln, Nebr. (Mo. Pacific).	33040 (part) 34040	43.61 35.11
Augusta and Atlanta, Ga. ....	4	171.59	Augusta, Atlanta, Ga. (Ga. R. R.) .....	15004	171.27

<sup>1</sup> Runs on route 8045, Ashtabula to Andover, Ohio (24.50 miles).<sup>2</sup> Shown in report of 100 City and Ashtabula R. P. O. In connection with the 60 City and Ashtabula R. P. O. gives double service between Ashtabula and Andover, Ohio, daily, except Sunday.<sup>3</sup> Remainder of route, East-to-Lane Park, closed-pouch service (Table C), 7.43 miles.<sup>4</sup> Remainder of route, 165.96 miles, reported as Fairlark and Punta Gorda, R. P. O.<sup>5</sup> Second clerk, in excess only, perform service upon this line between Atchison and Downs, Kans.

They leave the Atchison and Leonora car each day (west bound) at Downs, Kans., and perform service on Downs and Stockton, Kans., R. P. O.

<sup>6</sup> 7.58 miles of route 33021, between Washington and Greenleaf, Kans., covered by closed-pouch service. (See Table C.)<sup>7</sup> 569.75 miles of route 33010, between Topeka, Kans. and Pueblo, Colo., covered by Kansas City, Mo., and Pueblo, Colo., R. P. O. Leave enworth and Topeka, Kans., R. P. O. also runs over route 33010, between Meriden Junction (n. o. j.) and Topeka, Kans. (10.20 miles).

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. In.</i>			
529	July 1, 1885	10 15.47	5 24.50	6	40,373	129.40	1	17 4	9 0	1	1	1
394	July 1, 1888	10 17.67	5 27.04									
305	Feb. 15, 1886	31 10	32 13.5	6	25,344	81.20	1	7 4	5 5	1	1	1
1,141	July 1, 1888	36 14	35 10	6								
3,138	July 1, 1886	403 22.28	404 24.06	7	215,000	147.26	3	22 0	9 1½	4	52	8
1,805	July 1, 1886	403 22.50	404 22.50	7	-----	-----	1	20 4	9 4½			1
2,735	July 1, 1886	403 24.68	404 23.56	7								
1,516	July 1, 1886	403 14.60	404 14.86	7								
11,653	July 1, 1886	103 22.53	104 22.53	7	37,310	102.22	1	20 0	9 3	1	1	
693	July 1, 1887	51 21.93	52 21.93	6	18,246	(*)	1	8 8	6 11			(*)
218	July 1, 1889	2 19.8	1 19.4	6	66,624	106.77	1	20 0	8 8	2	1	2
408	July 1, 1888	52 12.5	53 13.4	6	25,259	80.96	1	10 6	6 3	1	1	1
209	July 1, 1889	475 23.21	472 21.23	6	30,164	96.68	1	10 11	6 4	1	1	1
							2	9 0	6 4			
2,071	July 1, 1888	50 23	51 21.2	7	122,552	111.92	2	40 0	8 6	3	1	16 6
607	July 1, 1888	52 20	53 19.1	7	101,791	139.44	13	15 3	8 10	2	1	
463	July 1, 1888	4 14	3 14	7								
1,026	July 1, 1888	13 23.2	14 23.2	7	400,047	139.19	4	25 0	9 2	8	1	8
		11 24.6	12 25	7			18	24 6	9 3			
166	July 1, 1889	1 23.3	2 23.2	6	65,607	105.14	1	6 10	8 4	2	1	2
12,088	July 1, 1888	50 28.1	51 27.4	7	253,061	138.66	14	50 0	9 0	5	2	16 14
		52 22	53 30.6	7								
12,295	July 1, 1888	50 28.1	51 27.4	7								
		52 22	53 30.6	7								
5,013	July 1, 1884	2 28.6	13 25.7	7	307,156	140.22	16	50 0	9	3	2	
		12 25.7	11 25.7	7								
2,645	July 1, 1888	5 25.5	6 26.2	7	-----	-----	2	24 8	9 3	3	1	
		13 26.9	14 26.2	7								
2,587	July 1, 1888	5 18	6 18	7	-----	-----						18 13
		13 16.8	14 16.8	7								
238	July 1, 1884	2 26.2	1 26.8	7	81,993	112.32	11	14 6	7 0	2	1	
331	July 1, 1889	2 22.5	1 22.1	6	22,457	71.98	1	9 0	8 6	1	1	1
657	July 1, 1886	461 21.70	464 17.41	7	15,885	(*)	1	11 9	7 3			(*)
329	July 1, 1889	3 22.52	2 22.52	6	24,592	78.82	1	7 2	6 6	1	1	1
268	July 1, 1889	21 30.68	6 32.66	6	37,340	119.68	1	8 2	6 6	1	1	1
1,285	July 1, 1886	359 27.16	360 27.16	7	56,993	153.68	1	16 4	6 10	1	1	1
252	Feb. 14, 1887	359 24.78	360 26.33									
3,618	July 1, 1888	1 22.4	2 22.4	7	250,517	114.39	2	15 0	9 0	6	1	21 8
		3 24.4	4 22.4	7	-----	-----	1	25 5	8 6			
								24 6	8 6			

\* Service on this line performed by helpers on Trenton, Mo., and Leavenworth, Kans., R. P. O.

† Reserve car.

‡ One transfer clerk, Birmingham.

§ One reserve car.

|| Remainder of route (74.27 miles) shown in Chattanooga, Rome and Atlanta R. P. O.

¶ Cars also used by Chattanooga, Rome and Atlanta R. P. O.; 2 reserve cars.

‡ Paid as 40-foot cars.

§ Two detailed as printers for fourth division: 1 detailed to office of superintendent; 1 detailed to Atlanta and Savannah R. P. O.

|| As 40-foot cars on trains 2 and 13 and trains and 6.

‡ 61.59 miles reported as Smithville and Montgomery R. P. O.

¶ One transfer clerk, Albany, Ga.; 1 detailed to office of superintendent; 60.22 miles as Brunswick and Waycross R. P. O.

§ Service on this line is performed by clerks on Newton and Kiowa, Kans., R. P. O.

‡ Balance of route (123.41 miles) covered by Omaha, Nebr., and Kansas City, Mo., R. P. O.

§ One detailed to office of superintendent. One transfer clerk, Augusta, Ga.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Augusta and Millen, Ga. ....	4	55.45	Augusta, Millen, Ga. (Cent. R. R.) .....	15005	54.88
Augusta and Portland, Me. ....	1	63.89	Augusta, Portland, Me. (Me. Cen.) .....	( <sup>1</sup> ) 6	( <sup>5</sup> )
Augusta, Ga., and Port Royal, S. C.	4	112.99	Augusta, Ga., Port Royal, S. C. (P. R. and W. C. Rwy.).	(part) 14010	112.54
Augusta and Sandersville, Ga.	4	81.41	Augusta, Sandersville, Ga. (Au. Gfb. and Sand. R. R.).	15048	81.16
Aurora and Arcadia, Nebr. ....	6	90.73	Aurora, Central City, Nebr. (Rep. Valley). Central City, Arcadia, Nebr. (B. and M. R. in Nebr.).	*34011 (part) 34049	19.25 71.07
Austin, Minn., and Mason City, Iowa.	10	40.74	Austin, Minn., Mason City, Iowa (Chi., Mil. and St. Paul).	29012	41.33
Red Axe and East Saginaw, Mich.	9	68.23	Red Axe, East Saginaw, Mich. (S., T. and H.).	24054	68.22
Baldwin and Grand Rapids, Mich.	9	74.70	Baldwin, Grand Rapids, Mich. (C. and W. M.).	24028	74.98
Baltimore, Md., and Grafton, W. Va.	3	294.86	Baltimore, Md., Grafton, W. Va. (Balto. and Ohio).	10003 (part)	283.75
Baltimore, Md., and Lexington, Va.	3	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	( <sup>9</sup> ) 165.54
Baltimore, Md., and Martinsburgh, W. Va.	3	101.32	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio). Harper's Ferry, Martinsburgh, W. Va. (Balto. and Ohio).	10017 (part) 12001	( <sup>10</sup> ) ( <sup>11</sup> )
Baltimore, Md., and Roanoke, Va.	3	326.93	Baltimore, Hagerstown, Md. (Western Md.). Hagerstown, Md., Roanoke, Va. (Shen. Valley).	10006 (part) 11021	( <sup>12</sup> ) 238.80
Baltimore, Md., and Washington, D. C.	3	43.37	Baltimore, Md., Washington, D. C. (Balto. and Potomac).	10013	( <sup>14</sup> )
Baltimore and Williamsport, Md.	3	94.12	Baltimore, Williamsport, Md. (Western Md.).	10006	93.14
Baltimore, Md., and Winchester, Va.	3	114.48	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio). Harper's Ferry, W. Va., Winchester, Va. (Balto. and Ohio).	10017 (part) 12001	81.13 ( <sup>15</sup> )
Bangor and Bar Harbor, Me. ....	1	51.00	Bangor, Bar Harbor, Me. (Me. Cen.) .....	24	50.45
Bangor, Me., and Boston, Mass.	1	245.90	Bangor, Portland, Me. (Me. Cen.) .....	6	138.00
			Portland, Me., Boston, Mass. (Bos. & Me.)	3001	108.25
Bangor and Bucksport, Me. ....	1	20.07	Bangor, Bucksport, Me. (Me. Cen.) .....	13	20.55

Balance of route covered by Bangor and Boston R. P. O. (75.06 miles.)

\* Covered by Bangor and Boston R. P. O. (62.94 miles.) This clerk runs in connection with the Skowhegan and Portland clerk.

\* Cars also used by the Spart. and Aug. R. P. O. One reserve car.

\* Balance of route (22.75 miles) covered by Lincoln and Alliance, Nebr., R. P. O.

\* Owned by O. and M. R. R. Co. One in reserve.

\* One chief clerk and 4 transfer clerks at Baltimore, Md.; 2 transfer clerks at Washington, D. C.; 2 transfer clerks at Cumberland, Md.; 1 transfer clerk at Grafton, W. Va.; 4 detailed to P. O. Department; 5 to office of

General Superintendent R. M. S.; 1 to office of superintendent third division R. M. S.; 3 helpers in Baltimore and Lexington R. P. O. from Baltimore to Washington Junction, Md., and from Washington Junction, Md., to Martinsburgh, W. Va., in Baltimore and Grafton R. P. O. train 5, returning on train 6.

\* See Grafton and Chicago R. P. O. cars on trains 1, 2, 3 and 4 in use between Baltimore, Md., and St. Louis, Mo. Two 52 feet cars in reserve.

\* 95 miles, Baltimore, Md., via Washington, D. C., to Harper's Ferry, W. Va., covered by the Baltimore and Grafton R. P. O.

\* One helper between Harper's Ferry, W. Va., and Staunton, Va. (126 miles).



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).				Length.	Width.			
<i>Lbs.</i>									<i>Ft. In.</i>	<i>Ft. In.</i>			
762	July 1, 1888	70	22.7	71	27	6	34,600	110.9	1 24 8	9 0	1	1	1
19,168	July 1, 1889	44	26.78	25	25.86	6	39,555	110.92	1 15 0	6 9	1	1	1
405	July 1, 1888	63	17.3	64	19.6	7	82,482	112.99	3 10 0	7 0	2	1	2
181	July 1, 1888	2	14.7	1	14.7	6	50,800	162.82	1 11 0	8 9	1	1	1
693	July 1, 1886	49	25.67	50	28.88	6	56,615	181.46	1 12 0	8 6	1	1	1
358	July 1, 1888	49	25.68	50	28.43				1 8 0	6 0	1	1	1
529	July 1, 1887	12	29.85	11	29.85	6	25,422	81.48	1 14 8	7 5½	1	1	1
241	Mar. 30, 1887	1	21.77	4	22.63	6	42,576	136.46	1 10 5	6 10	1	1	1
505	July 1, 1884	46	24.13	45	26.76	6	46,613	149.40	1 7 0	6 0	1	1	1
34,770	July 1, 1889	1	30.92	2	32.94	7	215,248	174.43	1 11 1	9 0	1	1	1
		3	29.36	4	36.34	7	215,248	-----	5 50 2	9 0	4	3	54
			5	32.63	6	32.94			5 52 2	9 1	4	3	
34,770	July 1, 1889	17	28.50	18	25.40	0	161,192	129.16	3 60 9	9 1	4	3	95
1,678	July 1, 1889	417	23.70	418	23.70				(7) 3 21 0	9 0	4	1	
813	July 1, 1885	13	26.40	14	22.29	6	63,224	101.32	1 18 0	9 0	2	1	2
1,678	July 1, 1889	13	25.75	14	22.95								
3,293	July 1, 1889	1	28.54	12	32.09	7	238,659	108.99	2 44 6	9 0	6	1	18
1,905	July 1, 1889	3	24.97	2	25.87				1 40 2	8 9			
57,708	July 1, 1885	99	27.53	52	26.16	6	27,063	86.74	18 4 14 7	8 7	1	1	1
3,293	July 1, 1889	17	21.07	8	23.69	6	58,731	94.12	2 19 6	8 1	2	1	2
2,272	July 1, 1889	19	24.42	20	25.94	6	71,436	228.96	16 1 10 6	8 2	1	1	17
1,678	July 1, 1889	419	27.04	420	27.42				1 21 0	8 2	1	1	17
1,447	July 1, 1889	115	21.30	114	21.30	6	31,824	102.00	19 2 16 0	6 7	1	1	1
19,168	July 1, 1889	64	26.01	9	26.01	6	153,441	122.95	1 60 0	9 1	4	4	38
28,932	July 1, 1889	2	23.09	7	21.56	7	179,507	-----	1 60 0	9 1	4	3	
		64	28.87	9	23.20	-----	-----	-----	1 60 0	9 1			
		2	24.99	7	27.02	-----	-----	-----	1 60 0	9 1			
						-----	-----	-----	21 40 0	9 0			
850	July 1, 1889	101	9.09	100	15.75	6	12,523	80.28	1 16 2	6 10	1	1	1
		105	18.18	104	15.75	6	12,523	-----					

<sup>81</sup> 13 miles covered by the Baltimore and Winchester R. P. O.

<sup>11</sup> 16 miles covered by the Baltimore and Grafton R. P. O.

<sup>12</sup> 60 miles covered by the Baltimore and Williamsport R. P. O.

<sup>13</sup> Two helpers daily (except Sunday), between Baltimore, Md., and Bentonville, Va. (159.50 miles).

<sup>14</sup> 41.70 miles covered by the New York and Washington R. P. O.

<sup>15</sup> Three in reserve.

<sup>16</sup> In reserve.

<sup>17</sup> Clerk runs 6 days on and 3 off duty, being relieved by clerks in the Baltimore and Martins-

burgh R. P. O.

<sup>18</sup> 32 miles covered by the Baltimore and Lexington R. P. O.

<sup>19</sup> One reserve car; 1 acting clerk additional on this line.

<sup>20</sup> One clerk detailed as chief clerk, Portland, Me.; 1 clerk detailed as assistant to chief clerk, Portland, Me.; 2 clerks detailed to superintendent's office; 2 clerks detailed as transfer clerks (one at Portland, Me., and one at Bangor, Me.); 4 clerks as short stops (2 on day and 2 on night trains) between Portland and Boston (108.60 miles).

<sup>21</sup> Reserve car.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Barneville, Minn., and Minot, Dak. <sup>1</sup>	10	312.11	Barneville, Crookston, Minn. (St. P., Minn. and Man.). Crookston, Minn., Devil's Lake, Dak. (St. P., Minn. and Man.). Devil's Lake, Minot, Dak. (St. P., Minn. and Man.).	*26004 (part) 26039 *35026 (part) 6014 (part) 6016 (part)	89.49 114.55 117.68 56.01 ( <sup>4</sup> )
Batavia and Buffalo, N. Y. ....	2	47.39	Batavia, Tonawanda, N. Y. (N. Y. C. and H. R. R.). Tonawanda, Buffalo, N. Y. (N. Y. C. and H. R. R.).	6014 (part) 6016 (part)	56.01 ( <sup>4</sup> )
Bath and Lewiston, Me. ....	1	28.47	Bath, Brunswick, Me. (Me. Cen.) .....	11	( <sup>7</sup> )
			Brunswick, Lewiston, Me. (Me. Cen.) .....	*3	15.03
Battle Creek, Mich., and Goshen, Ind. <sup>10</sup>	9	70.77	Battle Creek, Sturgis, Mich. (St. L., S. and B. C.). Sturgis, Mich., Goshen, Ind. (C. and St. L.).	24082 (part) 22058	41.90 22.21
Bayard and New Philadelphia, Ohio.	5	32.31	Bayard, New Philadelphia, Ohio (Penna. Co.).	21003	32.31
Bay City and Jackson, Mich. <sup>12</sup>	9	115	Bay City, Jackson, Mich. (Mich. Cent.) ...	24009	115.36
Bay City, Wayne, and Detroit, Mich. <sup>14</sup>	9	121.41	Bay City, East Saginaw, Mich. (F. and P. M.). East Saginaw, Wayne, Mich. (F. and P. M.). Wayne, Detroit, Mich. (Mich. Cent.) .....	24048 24015 (part) 24006 (part)	13.24 ( <sup>15</sup> ) ( <sup>16</sup> )
Beardstown and Shawneetown, Ill.	6	228.35	Beardstown, Shawneetown, Ill. (Ohio and Miss.).	23033	228.06
Beaumont and Anthony, Kans. <sup>18</sup>	7	117.11	Beaumont, Anthony, Kans. (St. L. and S. F.).	33049	117.11
Bedford and Switz City, Ind. ...	5	41.52	Bedford, Switz City, Ind. (Bed. and Bloom.).	22036	41.53
Belfast and Burnham, Me. ....	1	33.95	Belfast, Burnham, Me. (Me. Cen.) .....	4	33.29
Bellaire and Zanesville, Ohio ...	5	112.48	Bellaire, Zanesville, Ohio (Bell., Zanes. and Cin.).	21063	112.48
Belle Plaine and Muchachinock, Iowa.	6	62.90	Belle Plaine, Muchachinock, Iowa (Chi. and No. West.).	27049	64.08
Bellevue and Cascade, Iowa ...	6	36.32	Bellevue, Cascade, Iowa (Chi., Mil. and St. P.).	27053	36.48
Bellwood and Pottawatomie, Pa.	2	58.30	Bellwood, Irwona, Pa. (Bell's Gap).	8087	25.62
Belvidere, N. J., and Philadelphia, Pa.	2	102.54	Irwona, Pottawatomie, Pa. (Bell's Gap). Manunka Chunk, Trenton, N. J. (Penna.). Trenton, N. J., Philadelphia, Pa. (Penna.).	8165 7008 7004 (part)	33.47 67.86 ( <sup>17</sup> )
Bement and Edgington, Illa. ....	6	62.26	Bement, Shumway, Ill. (Wabash) .....	23066 (part)	52.90
Bennington, Vt., and Chatham, N. Y.	2	57.79	Shumway, Effingham, Ill. (Wabash) .....	23063 (part)	52.90
			Bennington, Vt., and Chatham, N. Y. (L. S. & R.).	6054	57.69

<sup>1</sup> Reported last year as Crookston, Minn., and Minot, Dak., R. P. O.; service extended to Barneville, Minn., November 9, 1893, increasing distance 80.49 miles.

<sup>2</sup> Balance of route covered by St. Vincent and Crookston, Minn., R. P. O. (89.88 miles) and by Boundary line (n.o.), Dak., and St. Paul, Minn., R. P. O. (144.48 miles).

<sup>3</sup> Balance of route, Minot, Dak., to Great Falls, Mont., covered by closed pouches (550.14 miles) (See Table C.).

<sup>4</sup> 50.02 miles covered by Canandaigua and Batavia R. P. O.

<sup>5</sup> 11 miles covered by Suspension Bridge and Buffalo R. P. O.

<sup>6</sup> Car and clerk shown on route 6014.

<sup>7</sup> Covered by Rockland and Portland R. P. O. (9.17 miles).

<sup>8</sup> Reserve car.

<sup>9</sup> Balance of route covered by Farmington and Lewiston R. P. O. (36.30 miles) and closed-pouch service between Leeds Junction and Lewiston (16.32 miles). (See Table C.).

<sup>10</sup> Established by order of May 28, 1899. Commenced service June 3, 1899.

<sup>11</sup> Clerk makes 2 round trips daily, except Sunday.

in the United States on June 30, 1889—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.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
4,496	July 1, 1887	326.95	4	37.73	7	227,840	156.05	2	24 7	9 1	4	1	4	
2,166	July 1, 1887	322.30	4	23.97				1	24 6	9 0				
1,267	July 1, 1887	323.86	4	26.56										
337	July 1, 1889	0115.96	02	12.30	6	29,571	94.78	1	6 6	6 6	1	1	1	
8,979	July 1, 1885	0114.64	02	16.50	6	.....	.....	( <sup>6</sup> )	.....	.....	( <sup>6</sup> )			
3,905	July 1, 1889	5526.10	62	26.10	6	17,765	113.88	1	15 6	7 5	1	1	1	
1,078	July 1, 1889	6528.99	74	26.10	6	17,765	.....	1	16 0	7 3				
		5519.40	62	23.28										
		6525.86	74	24.24										
		218.44	3	23.71	6									
		215	1	18.12	6	3,397	141.54	1	15 4	7 2	1	1	1	
561	July 1, 1888	5122.81	52	12	16	20,161	129.24	1	20 0	9 0	1	1	1	
1,423	July 1, 1884	5316.15	54	22.81	6	20,161								
		7225.38	71	24.04	6	72,220	115	1	17 0	8 9				
		7422.84	73	22.84	6	72,220		1	16 10	8 5	4	1	4	
1,300	July 1, 1884	40522.80	402	22.80	6			1	11 6	8 8				
2,653	July 1, 1884	527.06	2	28.19	6	75,760	121.41	1	22 2	8 11	2	1	( <sup>17</sup> )	
16,713	July 1, 1884	4227	33	27	6									
417	July 1, 1887	2019.44	21	20.75	6	142,490	114.17	2	16 4	9 4	4	1	4	
		2217.07	23	18.50				1	15 0	9 0				
347	July 1, 1889	321.96	4	22.66	7	74,489	117.11	1	12 0	7 0	2	1	2	
132	July 1, 1888	6210.86	61	9	6	25,908	83.04	1 <sup>12</sup>	6 6	5 0	1	1	1	
980	July 1, 1889	8612.93	87	10.11	6	21,184	135.80	1	17 5	7 7	1	1	1	
		8814.70	89	12.93	6	21,184	.....	1	12 0	7 0				
424	July 1, 1888	116.07	2	15	6	70,188	112.48	2	12 2	7 7	2	1	2	
								1	10 5	7 5				
329	July 1, 1887	10118.41	102	15.10	6	39,250	125.80	1	12 2	7 5	1	1	1	
159	July 1, 1887	2510.40	26	10.65	6	22,664	72.64	1	8 6	6 6	1	1	1	
637	July 1, 1889	718.48	16	17.04	6	36,379	116.60	1 <sup>12</sup>	6 4	6 4	1	1	1	
438	July 1, 1889	717.16	16	16.93	6			( <sup>11</sup> )			( <sup>11</sup> )			
1,949	July 1, 1889	57328.62	554	28.02	6	63,084	205.08	1	20 0	8 7	1	1	1	
								1	15 6	8 6	( <sup>13</sup> )			
136,401	July 1, 1885	57321.66	554	24.54	6			( <sup>12</sup> )						
1,085	July 1, 1887	8521	84	21	6	38,850	124.62	1	11 5	6 84	1	1	1	
418	July 1, 1887	8518.48	84	18.48										
476	July 1, 1889	623.91	3	22.36	6	36,061	115.58	1	14 0	7 0	1	1	1	

<sup>12</sup> Double daily service, except Sunday.<sup>13</sup> One car held in reserve.<sup>14</sup> Runs on route 24015, East Saginaw to Wayne, Mich. (90.50 miles), and in connection with the 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).<sup>15</sup> Shown in report of Ludington and Toledo R. P. O.<sup>16</sup> Shown in report of Detroit and Chicago R. P. O.<sup>17</sup> Clerks appointed to the Ludington and Toledo R. P. O.<sup>18</sup> Reported last year as Beaumont and Bluff, Kans., R. P. O.; increased distance 10.97 miles; extended August 15, 1888.<sup>19</sup> One car in reserve.<sup>20</sup> In reserve.<sup>21</sup> Car and clerk shown on route 8087.<sup>22</sup> 34.01 miles covered by N. Y. and Washington R. P. O.<sup>23</sup> Cars and clerk shown on route 7008.<sup>24</sup> Balance of route covered by Chicago, Decatur, Ill. and St. Louis, Mo., R. P. O. (152.80 miles) and between Shumway and Altamont (10.54 miles) by closed pouches. (See Table C.)

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Benson, Minn., and Huron, Dak. <sup>1</sup>	10	163.39	Benson, Minn., Watertown, Dak. (St. P., Minn. and Man.). <sup>2</sup> Watertown, Huron, Dak. (Dul., Wat. and Pacific.). <sup>4</sup>	20002 35038	92.75 70.50
Benson and Nogales, Ariz. ....	8	88.50	Benson, Nogales, Ariz. (New Mexico and Arizona R. R.).	40002	88.50
Benton Harbor, Mich., and Anderson, Ind.	5	164.95	Benton Harbor, Mich., Anderson, Ind. (Cin., Wab. and Mich.).	22022	165.09
Berlin and Salisbury, Md. ....	2	23.86	Berlin, Salisbury, Md. (Balto. and East Shore).	10009	723.86
Bethany Junction, Iowa, and Grant City, Mo.	6	44.28	Bethany Junction (n. o.) Iowa, Grant City, Mo. (Chi., Bur. and Qcy.). <sup>(9)</sup>	27006 (part)	44.23
Bethlehem and Philadelphia, Pa.	2	57.60	Bethlehem, Philadelphia, Pa. (P. and R.).	8004	56.01
Big Rapids and Detroit, Mich. <sup>11</sup>	9	190.70	Big Rapids, Iona, Mich. (D., L. and N.). Iona, Detroit, Mich. (D., L. and N.).	24016 24017 (part)	68.08 (12) 191.63
Big Rapids and Holland, Mich. <sup>14</sup>	9	91	Big Rapids, Holland, Mich. (C. and W. M.).	24022	91.63
Binghamton and New York, N. Y.	2	208.70	Binghamton, N. Y., Washington, N. J. (D., L. and W.). Washington, Denville, N. J. (D., L. and W.). Denville, Hoboken, N. J. (D., L. and W.).	8019 7013 (part)	140.50 (18) 34.30
Birmingham and Memphis, Tenn.	4	251.60	Birmingham, Ala., Memphis, Tenn. (K. C., Mem. and Birn.).	18021	251.60
Bloomington and Roodhouse, Ill.	6	110.75	Bloomington, Roodhouse, Ill. (Chi. and Alton).	23018	111.28
Bluffs, Ill., and Hannibal, Mo.	6	50.01	Bluffs, Ill., Hannibal, Mo. (Wabash). ....	23025	50.36
Bolivar and Springfield, Mo. ...	7	40.05	Bolivar, North Springfield, Mo., Station A, Springfield, Mo. (St. L. and S. F.).	28028	40.05
Boone and Des Moines, Iowa.	6	43.30	Boone, Des Moines, Iowa (St. L., D., M. and North.).	27081	43.06
Boston, Mass., and Albany, N. Y.	1	203.25	Boston, Mass., Albany, N. Y. (Bos. and Alb'y).	3025	201.29
Boston, Mass., and Albany, N. Y. (short run).	1	99.44	Boston, Springfield, Mass. (Bos. and Alb'y).	23025 (part)	(21)
Boston, Clinton, and Fitchburg, Mass.	1	62.49	Boston, South Framingham, Mass. (Bos. and Alb'y).	23025 (part)	(20)
Boston, Mass., and Greenville, N. H.	1	60.33	South Framingham, Fitchburg, Mass. (Old Col.).	23051 (part)	40.47
Boston, Mass., and Hopewell Junction, N. Y. (short run).	1	118.30	Boston, Ayer, Mass. (Fitch.).	23021 (part)	(22)
Boston, Mass., and Hopewell Junction, N. Y.	1	215.23	Ayer, Mass., Greenville, N. H. (Fitch.). Boston, Mass., Hartford, Conn. (N. Y. and N. Eng.).	3024 24007 (part)	22.56 (21)
			Boston, Mass., Hopewell Junction, N. Y. (N. Y. and N. E.).	5007	214.94

<sup>1</sup> New R. P. O. service established December 17, 1888. Clerk runs between Benson, Minn., and Forestville (n. o.), Dak., and supplies part between Forestville (n. o.), and Huron, Dak. (79.04 miles), by closed pouches.

<sup>2</sup> New R. R. service established September 20, 1888.

<sup>3</sup> One clerk detailed as helper on St. Paul, Minn. and Mitchell, Dak., R. P. O.

<sup>4</sup> New R. R. service established December 17, 1888.

<sup>5</sup> One reserve car.

<sup>6</sup> One car in reserve.

<sup>7</sup> 19 miles covered by closed-pouch service. (See Table C.)

<sup>8</sup> Balance of route (49.68 miles) covered by Des Moines, Iowa, and St. Joseph, Mo., R. P. O.

<sup>9</sup> Distance on trains 308 and 315, 57.60 miles; distance on trains 301, 310, 314, 57.38 miles.

<sup>10</sup> Triple daily service outward and double inward, except Sunday.

<sup>11</sup> Runs on route 24017, Iona to Detroit, Mich. (122.73 miles), and with Howard City and De-

troit R. P. O., gives double service between these points daily, except Sunday.

<sup>12</sup> Shown in report of Howard City and Detroit R. P. O.

<sup>13</sup> One clerk assigned as helper between Detroit and Howell in the Howard City and Detroit R. P. O.

<sup>14</sup> In connection with the Muskegon and Allegan R. P. O. gives double service between Muskegon and Holland, Mich. (35.50 miles), daily, except Sunday.

<sup>15</sup> 31 miles covered by N. Y., Dover and Easton R. P. O.

<sup>16</sup> Cars and clerks shown on route 8019.

<sup>17</sup> Whole car.

<sup>18</sup> Reserve.

<sup>19</sup> One in reserve at Springfield, Mo.

<sup>20</sup> One clerk detailed as chief clerk, Boston, Mass. Two clerks detailed to superintendent's office. Four clerks as helpers between Springfield and Albany (103.81 miles). Two clerks as helpers

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Average 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.	Avg. speed (miles).	Train No. inward.	Avg. speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
423	July 1, 1889	51	13.70	52	14.18	6	40,321	158.08	1	22 2	8 11	1	1	<sup>22</sup>
200	July 1, 1889	55	13.87	56	14.11									
430	July 1, 1889	1	11.91	2	12.29	7	64,605	88.50	3	26 0	9 2	2	1	2
767	July 1, 1888	2	26.40	1	25.92	6	102,929	164.95	<sup>23</sup>	15 8	9 0	2	1	2
135	July 1, 1889	1	12.13	5	16.48	6	14,889	47.72	1	9 8	4 1	1	1	1
991	July 1, 1887	47	10.02	48	12.94	6	27,631	88.56	1	20 0 <sup>2</sup>	9 1	1	1	1
7,020	July 1, 1889	308	23.09	301	27.48	6	1935,942	114.87	1	15 0	9 6	1	1	3
		310	23.09	315	27.53	6	35,793		1	15 0	9 6	1	1	
		314	23.09	( <sup>16</sup> )	( <sup>19</sup> )	6	17,896		1	20 0	9 6	1	1	
889	July 1, 1884	6	27	9	23.82	6	118,997	127.13	2	20 0	8 10	3	1	<sup>14</sup>
2,107	July 1, 1884	8	26.80	7	24.56	6								
821	July 1, 1884	28	13.78	21	15.12	6	56,784	91	1	15 0	9 0	2	1	2
4,580	July 1, 1889	2	27	1	26.08	6	130,229	139.13	<sup>53</sup>	20 0	9 0	3	2	6
3,283	July 1, 1889	2	29.52	1	28.17	6			( <sup>16</sup> )			( <sup>16</sup> )		
4,925	July 1, 1889	2	27.42	1	25.40	6			( <sup>16</sup> )			( <sup>16</sup> )		
510	July 1, 1888	2	25.1	1	25	7	183,068	125.8	<sup>43</sup>	27 10	10 10	4	1	4
1,333	July 1, 1887	6	25.56	5	23.32	6	69,108	110.75	<sup>171</sup>	40 0	9 1	2	1	2
1,417	July 1, 1887	43	22.22	42	25	6	31,206	100.02	1	17 5	8 7 <sup>1</sup>	1	1	1
257	July 1, 1886	49	15.02	45	15.02	6	24,991	80.10	<sup>192</sup>	12 0	7 3	1	1	1
4,306	July 1, 1887	2	14.35	1	14.35	6	27,019	86.60	1	10 9	7 6	1	1	1
66,641	July 1, 1889	1	25.26	42	30.69	6	126,828	101.62	1	45 1	8 9	4	3	<sup>2039</sup>
									2	45 1	8 6			
						7	148,372		2	56 7	8 9	4	3	
66,641	July 1, 1889	109	23.87	24	26.02	6	62,050	90.44	<sup>211</sup>	27 10	8 7	2	3	( <sup>24</sup> )
									1	27 7	8 7			
66,641	July 1, 1889	7	32.62	995	25.96	.....	38,993	124.98	1	14 0	6 0	1	1	1
									<sup>21</sup>	14 0	6 6			
1,011	July 1, 1889	7	28.18	995	29.30	6								
8,109	July 1, 1889	122	24.04	451	24.87	6	87,645	120.66	1	11 0	8 2	1	1	1
									<sup>211</sup>	8 9	6 3			
698	July 1, 1889	122	23.53	451	23.53				1	18 2	8 11	2	( <sup>22</sup> )	( <sup>22</sup> )
6,952	July 1, 1889	5	25.59	6	29.32	6	73,819	118.30	1	17 4	9 0			
6,952	July 1, 1889	1	27.72	2	28.15	6	134,303	107.61	1	18 2	8 11	4	1	<sup>212</sup>
									1	21 8	9 3			

between Springfield and Boston (99.44 miles). Six clerks on short run, Boston and Springfield (90.44 miles).

<sup>21</sup> Reserve car.

<sup>22</sup> Balance of route covered by Boston and Albany R. P. O. (102.66 miles).

<sup>23</sup> Covered by Boston and Albany R. P. O. (98.63 miles).

<sup>24</sup> Shown in column 17, Boston and Albany R. P. O.

<sup>25</sup> Balance of route covered by Boston and Albany R. P. O. (180.08 miles).

<sup>26</sup> Covered by Boston and Albany R. P. O. (21.21 miles).

<sup>27</sup> 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.)

<sup>28</sup> Balance of route covered by Boston and Troy R. P. O. (69.33 miles).

<sup>29</sup> Covered by Boston and Troy R. P. O. (36.07 miles).

<sup>30</sup> Balance of route covered by Boston and Hopewell Junction R. P. O. (97.64 miles).

<sup>31</sup> Covered by Boston and Hopewell Junction R. P. O. (117.80 miles).

<sup>32</sup> Shown in column 17, Boston and Hopewell Junction R. P. O.

<sup>33</sup> On the a. m. run west there are 2 clerks at Bristol, Conn., the second clerk stopping there and returning with Boston and Hopewell Junction short run east, next morning. Six clerks on Boston and Hopewell Junction short run, 2 on a. m., east, from Hartford, Conn., and 1 short stop between Boston and Willimantic; 1 clerk on p. m. west. The clerk in charge doubles the road every day, every other week off. The second clerk's run, two-thirds of the time, daily average 100.02 miles; 1 clerk detailed as transfer clerk at Hartford, Conn., and 1 at Boston, Mass.

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>			
Boston, Mass., Nashua and Keene, N. H.	1	96.22	Boston, Mass., Nashua, N. H. (Bos. and Me., Lowell System). Nashua, Keene, N. H. (Bos. and Me., Lowell System).	3016	( <sup>1</sup> )
<i>Boston, Mass., and New York, N. Y. (short run).</i>	1	135.73	Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.).	5006	( <sup>2</sup> )
Boston and Northampton, Mass. <sup>5</sup>	1	104.71	Boston, Northampton, Mass. (Bos., Me. Cen., Mass. Div.).	3080	104.04
<i>Boston, Mass., Providence, R. I., and New York, N. Y.</i>	1	233.07	Boston, Mass., Providence, R. I. (Old Col., Prov. Div.). Providence, R. I., Groton, Conn. (N. Y., Prov. and Bos.). New London, New Haven, Conn. (N. Y., N. H. and Hart.). New Haven, Conn., New York, N. Y. (N. Y., N. H. and Hart.).	3035 4002 5004 5005	44 61.80 61.78 ( <sup>7</sup> )
<i>Boston and Springfield, Mass., and New York, N. Y.</i>	1	235.17	Boston, Springfield, Mass. (Bos. and Alb'y).  Springfield, Mass., New York, N. Y. (N. Y., N. H. and H.).	<sup>10</sup> (part) 3025 <sup>10</sup> (part) 5005	( <sup>7</sup> )  126
Boston, Mass., and Troy, N. Y.	1	191.04	Boston, Greenfield, Mass. (Fitch.)..... Greenfield, North Adams, Mass. (Fitch.) .. North Adams, Mass., Troy, N. Y. (Fitch.) ..	3021 3022 6067	105.40 37.35 48.15
Boston and Wellfleet, Mass. ....	1	106.56	Boston, South Braintree, Mass. (Old Col.) .. South Braintree, Middleborough, Mass. (Old Col.) .. Middleborough, Wellfleet, Mass. (Old Col.) ..	2038 3039 <sup>15</sup> (part) 3041	11.36 23.09 71.94
Boston Corners and Poughkeepsie, N. Y.	2	38.06	Boston Corners, Poughkeepsie, N. Y. (N. Y. and Mass.)	<sup>16</sup> (part) 6079	38.11
Boundary Line (n. o.) and Presque Isle, Me.	1	30	Andover, N. B., Presque Isle, Me. (New Bruns.).	1	30.51
Boundary Line (n. o.), Dak., and St. Paul, Minn. <sup>10</sup>	10	401.82	Neche, Fargo, Dak. (St. P., Minn. and Man.) Fargo, Dak., Barnesville, Minn. (St. P., Minn. and Man.) Barnesville, St. Cloud, Minn. (St. P., Minn. and Man.) St. Cloud, Minneapolis, Minn. (St. P., Minn. and Man.) Minneapolis, St. Paul, Minn. (St. P., Minn. and Man.)	35005 26005 <sup>21</sup> 26004 26040 26006 (part) ( <sup>22</sup> )	157.84 24.52 144.48 66.30  

<sup>1</sup> Covered by St. Albans and Boston R. P. O. (39.85 miles).<sup>2</sup> Reserve car.<sup>3</sup> Covered by Boston, Springfield and New York R. P. O. (136 miles).<sup>4</sup> Shown in column 17, Boston, Springfield and New York R. P. O. <sup>4</sup> New service commenced January 14, 1889.<sup>5</sup> One clerk detailed as transfer clerk, Providence, R. I.; 1 clerk detailed as transfer clerk at New London, Conn.; 1 clerk detailed as transfer clerk at Saybrook Junction, Conn.; 2 clerks as short-stops between New York and Saybrook. Daily average, 135.35 miles.<sup>6</sup> Covered by Boston, Springfield and N. Y. R. P. O. (73.23 miles).<sup>7</sup> Balance of route covered by Boston, Springfield and N. Y. R. P. O. (62.77 miles).<sup>8</sup> Covered by Boston and Albany R. P. O. (98.63 miles).<sup>9</sup> Two clerks detailed as chief clerks (1 at Boston, Mass., 1 at New Haven, Conn.); 6 clerks detailed to superintendent's office; 7 clerks detailed as transfer clerks (2 at Springfield, Mass., 1 at Worcester, Mass., 1 at Hartford, Conn., 1 at New Haven, Conn., 2 at Boston, Mass.); 1 clerk detailed as short-stop on Boston and Wellfleet R. P. O.; 4 clerks as short-stops between New York and Hartford on night line; 16 clerks on Boston and New York short run.<sup>11</sup> Balance of route covered by Boston and Albany R. P. O. (102.66 miles).<sup>12</sup> 4 p. m. messengers; no apartment; mail worked in baggage car.<sup>13</sup> Two clerks as short stops between Troy, N. Y.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.</i>	<i>In.</i>			
15, 918	July 1, 1889	53	29.79	236	27.08	6	60, 041	96.22	1 14 2	7 0	2	1	2
851	July 1, 1889	53	23.77	236	24.46				21 13 5	6 10			
64, 611	July 1, 1885	205	29.08	6	25.21	0	84, 095	67.87	2 55 4	8 7	4	2	(4)
790	July 1, 1889	661	26.52	632	30.40	6	35, 182	209.42	1 24 10	8 9	1	1	1
11, 983	July 1, 1889	A	35.19	86	33	7	170, 141	116.53	2 55 0	8 8	4	3	17
15, 606	July 1, 1889	A	33.99	86	34.96								
13, 103	July 1, 1885	A	32.19	86	30.58								
64, 611	July 1, 1885	A	33.79	86	32.78								
66, 641	July 1, 1889	3 31	14 36.75			6	146, 746	117.58	1 55 0	8 8	4	6	100
		75 39.71	46 39.71										
		55 29	84 33.81			14	343, 348		1 55 0 (17)	8 8	4	1	
									1 60 1	8 11	4	9	
89, 498	July 1, 1889	3 37.18	14 36.35						1 54	8 8			
		75 39.34	46 39.52										
		55 33.64	84 33.78						1 54 6	8 8			
									1 60 1	8 11			
8, 109	July 1, 1889	54 23.20	33 28.15	6		119, 208	95.52		1 30 0	8 3	4	2	18
		34 28.92	35 26.95	6		119, 208			1 17 0	8 8			
4, 302	July 1, 1885	54 28.89	33 31.78						1 31 11	8 8			
		34 28.51	35 31.78						1 16 11	8 5			
									1 17 0	6 2			
6, 909	July 1, 1885	54 25.87	33 26.11						1 15 10	8 9			
		34 26.59	35 29.61						1 15 0	6 6			
									1 18 0	6 6			
14, 136	July 1, 1889	53 25.02	118 32.16	6		66, 493	106.56		1 20 6	9 2	4	2	10
		191 33.78	270 24.12	6		66, 493			1 20 6	9 2			
3, 310	July 1, 1889	53 24.30	118 34.63						21 21 5	8 7			
		191 33.78	270 26.64										
3, 821	July 1, 1889	53 24.48	118 23.92										
		191 26.60	270 32.66										
253	July 1, 1889	3 20.38	4 15.43	6		23, 749	76.12		1 7 5	6 10	1	1	1
									171 9 0	6 11			
290	July 1, 1889	51 29.25	52 28.53	6		24, 336	78		1 24 0	10 0	1	1	1
									1 20 0	10 0			
1, 322	July 1, 1886	12 23.66	11 23.96	7		293, 328	133.94		193 40 0	8 9	6	1	9
2, 863	July 1, 1887	12 10.11	11 26.05										
4, 496	July 1, 1887	4 26.14	3 23.96										
6, 586	July 1, 1887	4 25.65	3 25.65										
4, 937	July 1, 1887	4 19.35	3 19.35										

and Shelburne Falls, Mass.; daily average, 71.67 miles.

<sup>14</sup> Two clerks as transfer clerks, Boston, Mass.<sup>15</sup> Balance of route covered by closed-pouch service between Middleborough and Newport (38.16 miles). (See Table C.)<sup>16</sup> Balance of route covered by closed-pouch service between Wellfleet and Provincetown (14.36 miles). (See Table C.) One clerk detailed to this line from Boston, Springfield and N. Y. R. P. O., as short-stop. Shown in column 17, Boston, Springfield and N. Y. R. P. O.<sup>17</sup> In reserve.<sup>18</sup> Clerks run to Gretna, Manitoba, which is about 1 mile from Neebe, Dak. Boundary line (n. o.), Dak., is on a line about half way between

Neebe, Dak., and Gretna, Man. Reported last year on routes 26035, 26004, 26040, and (10.08 miles) on route 26006, increasing distance 10.02 miles.

<sup>19</sup> Forty-foot cars authorized between Barnesville and St. Paul, Minn.<sup>20</sup> One acting clerk additional; 1 clerk detailed to transfer duty at St. Paul, Minn.; 2 helpers between St. Paul and Fargo Falls, Minn., and in depot at St. Paul; 2 helpers between Neebe and Fargo, Dak.<sup>21</sup> Balance of route covered by Barnesville, Minn., and Minot, Dak., R. P. O. (80.49 miles) and St. Vincent and Crookston, Minn., R. P. O. (89.88 miles).<sup>22</sup> Distance (10.68 miles) covered by Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Bound Brook, N. J., and Philadelphia, Pa.	2	59.95	Bound Brook, N. J., Jenkintown, Pa. (P. and R.). Jenkintown, Philadelphia, Pa. (P. and R.).	8103 (part) 8004	49.27 (1)
Bowie and Pope's Creek, Md. . .	3	49.14	Bowie, Pope's Creek, Md. (Balto and Potomac).	19014	49.01
<i>Bowling Green, Ky., and Memphis, Tenn.</i>	5	263.60	Bowling Green, Ky., Memphis, Tenn. (Louis. and Nash.).	20808	262.70
Boykins, Va., and Lewiston, N. C.	3	35.45	Boykins, Va., Lewiston, N. C. (R. and T.R.).	13033	35.45
Branch Junction and Pittsburgh, Pa.	2	70.88	Branch Junction, Blairsville, Pa. (Penn.).	8042 (part)	(4)
Branchville and Waterloo, N. J.	2	22.02	Blairsville, Allegheny, Pa. (Penna.) . . . . . Branchville, Branchville Junction, N. J. (Sussex).	8039 7048	67.84 6.57
Brattleborough, Vt., and Palmer, Mass.	1	56.33	Branchville Junction, Waterloo, N. J. (Sussex).	7025 (part)	74.88
Breckenridge, Minn., and Aberdeen, Dak. <sup>11</sup>	10	136.78	Brattleborough, Vt., Palmer, Mass. (Con. Vt., N. L., N. Div.).	10362 (part)	56.28
Bremer and Hampton, Iowa . . .	6	47.52	Breckenridge, Tintah Junction (n. o.), Minn. (St. P., Minn. and Man.).	26006 (part)	(12)
Bremond and Albany, Tex. . . . .	11	230.80	Tintah Junction (n. o.), Minn., Aberdeen, Dak. (St. P., Minn. and Man.).	35027 (part)	119.31
Brewster and New York, N. Y. . .	2	62.19	Bremer, Hampton, Iowa (Chi., St. P. and K. City).	127031 (part)	47.52
Bristol and Chattanooga, Tenn. .	3	242.37	Bremond, Albany, Tex. (H. and T. C.). . . . .	31005	230.89
Bristol, Tenn., and Clinchport, Va.	3	43.84	Brewster, New York, N. Y. (N. Y. and N.).	6017	54.85
Bristol and Madison, Dak. . . . .	10	103.34	Bristol, Chattanooga, Tenn. (E. Tenn., Va. and Ga.).	19002	242.79
Brunswick and Waycross, Ga. . .	4	60.27	Bristol, Tenn., Clinchport, Va. (So. At. and Ohio).	11040	44.01
Buda and Canton, Ill. . . . .	6	64.49	Bristol, Madison, Dak. (Chi., Mil. and St. Paul).	35033	103.39
Buffalo, N. Y., and Bradford, Pa.	2	79.17	Brunswick, Waycross, Ga. (B. and W. R. R.).	15023 (part)	60.27
Buffalo, N. Y., and Emporium, Pa.	2	121.55	Buda, Elmwood, Ill. (Chi., Bur. and Qcy.).	23072 (part)	44.98
Buffalo and Jamestown, N. Y. . .	2	68.79	Elmwood, Yates City, Ill. (Chi., Bur. and Qcy.).	23009 (part)	(21)
Buffalo, N. Y., and Pittsburgh, Pa.	2	273.10	Yates City, Canton, Ill. (Chi., Bur. and Qcy.).	23008 (part)	(22)
			Buffalo, N. Y., Bradford, Pa. (B., R. and P.).	6120	49.28
			Buffalo, N. Y., Emporium, Pa. (W. N. Y. and Pa.).	6058	121.87
			Buffalo and Jamestown, N. Y. (N. Y., L. E. and W.).	6091	69.24
			Buffalo, N. Y., Corry, Pa. (W. N. Y. and P.).	6061	94.12
			Corry, Oil City, Pa. (W. N. Y. and P.). . . . .	8025 (part)	45.69
			Oil City, Pittsburgh, Pa. (A. V.). . . . .	8041	132.61

<sup>1</sup> 10.10 miles covered by Bethlehem and Philadelphia R. P. O.<sup>2</sup> Car and clerk shown on route 8103.<sup>3</sup> One clerk detailed to transfer duty at Milan, Tenn. Four additional clerks appointed to be assigned to night service in apartment cars, not yet established.<sup>4</sup> 2.80 miles covered by Indiana and Branch Junction R. P. O.<sup>5</sup> Car and clerk shown on route 8042.<sup>6</sup> In reserve.<sup>7</sup> 8.63 miles covered by closed-pouch service. (See Table C.)<sup>8</sup> Cars and clerks shown on route 7048.<sup>9</sup> Short run between Waterloo and Newton, 12.69 miles.<sup>10</sup> Balance of route covered by Palmer and New London R. P. O. (65.11 miles).<sup>11</sup> Clerks run between Aberdeen and Lidgerwood, Dak. (82.02 miles), and return, supplying Lidgerwood, Dak., to Breckenridge, Minn. (54.76 miles), by closed pouches.<sup>12</sup> Distance (17.47 miles) covered by Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.<sup>13</sup> Balance of route, Sumner to Bremer, Iowa (18.56 miles), covered by closed pouches. (See Table C.)



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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 crew.	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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
570	July 1, 1889	566	20.10	551	26.58	6	37,415	119.92	1	13 0	6 4	1	1	1
5,094	July 1, 1885	566	20.10	251	30.88	6	-----	-----	( <sup>2</sup> )	-----	-----	( <sup>3</sup> )		
299	July 1, 1889	195	11.23	196	12.17	6	30,663	98.28	1	9 7	8 9	1	1	1
7,963	July 1, 1884	103	25.92	102	22.44	7	192,428	131.80	2	45 0	9 0	4	2	<sup>13</sup>
207	July 1, 1889	45	21.27	34	26.52	6	22,121	70.90	1	6 9	3 9	1	1	1
1,216	July 1, 1889	3	16.80	2	21.	6	44,217	141.72	1	15 0	8 6	1	1	1
1,032	July 1, 1889	3	26.18	2	30.42	6	-----	-----	( <sup>5</sup> )	-----	-----	( <sup>6</sup> )		
269	July 1, 1889	208	12.08	203	19.08	6	13,740	69.40	1	5 8	8 10	1	1	1
494	July 1, 1889	208	22.24	203	22.26	6	-----	-----	( <sup>5</sup> )	-----	-----	( <sup>6</sup> )		
2,323	July 1, 1889	200	25.26	209	30.42	6	7,911	-----	-----	-----	-----	-----	-----	-----
4,937	July 1, 1887	44	25.21	33	22.98	6	35,149	112.66	1	10 6	6 5	1	1	1
902	July 1, 1888	42	12.87	41	18.10	6	51,180	164.04	1	15 10	8 10	2	1	2
-----	-----	71	13.06	72	12.49	-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	11	12	12	12.26	6	29,652	95.04	2	13 5	7 7	1	1	1
766	July 1, 1886	33	13.91	34	13.91	7	155,209	115.44	3	17 8	9 4	4	1	4
474	July 1, 1889	12	22.44	1	20.73	6	638,807	124.39	1 <sup>12</sup>	14 0	8 10	2	1	2
5,833	July 1, 1888	6	23.31	7	21.70	6	38,807	-----	-----	1	7 0	7 0	2	1
325	July 1, 1889	1	25.25	2	29	7	176,930	121.18	1 <sup>13</sup>	8 0	6 10	4	2	16
400	July 1, 1888	1	30.25	4	30.57	7	176,930	-----	-----	-----	-----	4	2	-----
238	July 1, 1884	1	13.99	4	12.94	6	27,356	87.68	1	7 10	5 5	1	1	1
440	July 1, 1887	51	29.73	52	28.17	6	64,484	103.34	1	14 4	7 7	2	1	2
1,759	July 1, 1887	51	15.60	52	15.60	-----	-----	-----	-----	1	13 3	7 8	-----	-----
922	July 1, 1887	51	24.00	52	28.11	-----	-----	-----	-----	1	15 8	8 10	1	2
533	July 1, 1889	9	23.16	12	23.16	6	37,608	120.54	1 <sup>14</sup>	13 2	7 0	-----	( <sup>20</sup> )	1
1,680	July 1, 1889	2	24.72	3	23.52	6	40,242	128.98	1 <sup>15</sup>	13 8 <sup>1</sup>	7 0 <sup>1</sup>	1	1	1
1,230	July 1, 1889	103	26.63	112	28.42	6	-----	-----	-----	8 0	6 6 <sup>1</sup>	-----	-----	-----
1,558	July 1, 1889	2	25.09	1	25.90	6	49,404	158.34	2 <sup>16</sup>	15 0	9 0	1	1	1
1,457	July 1, 1889	2	26.79	1	26.35	6	75,847	121.55	2 <sup>17</sup>	10 0	9 6	2	1	2
3,287	July 1, 1889	2	25.55	1	20.06	6	42,925	137.58	1	16 0	9 0	1	1	1
-----	-----	2	25.14	1	25.24	6	170,414	136.55	3	19 6	8 8	6	1	<sup>18</sup>
-----	-----	2	26.79	1	26.35	6	-----	-----	2 <sup>19</sup>	18 6	8 8	-----	-----	-----
-----	-----	2	25.55	1	20.06	6	-----	-----	( <sup>20</sup> )	-----	-----	( <sup>21</sup> )	-----	-----
-----	-----	2	25.14	1	25.24	6	82,748	-----	( <sup>22</sup> )	-----	-----	( <sup>23</sup> )	-----	-----

<sup>14</sup> Trains run west of Walnut daily (125 miles), except Sunday.<sup>15</sup> Reserve.<sup>16</sup> Double daily service, except Sunday.<sup>17</sup> 1 in reserve. For balance of equipment see Lynchburgh and Bristol R. P. O. cars on that line run through to Chattanooga.<sup>18</sup> Remainder of route, 111.61 miles, shown in Atlanta and Waycross R. P. O.<sup>19</sup> 1 reserve car.<sup>20</sup> 1 transfer clerk, Waycross.<sup>21</sup> Distance (3 miles) covered by Peoria and Galesburgh, Ill. R. P. O.<sup>22</sup> Distance (16.4 miles) covered by Yates City and Rushville, Ill. R. P. O.<sup>23</sup> Performs service between West and Bradford in Rochester and Punxsutawney R. P. O.<sup>24</sup> 1 car in reserve.<sup>25</sup> Larabee and Clermont R. P. clerk runs as helper between Larabee and Buffalo.<sup>26</sup> One car in reserve.<sup>27</sup> Two helpers.<sup>28</sup> In reserve.<sup>29</sup> 49.53 miles covered by Salamanca and Oil City R. P. O.<sup>30</sup> Cars and clerks shown on route 6061.<sup>31</sup> Service performed on trains 6 and 5 between Oil City and Pittsburgh only covered by route 8041.

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.
		<i>Miles.</i>			
Bureau and Peoria, Ill. ....	6	47.03	Bureau, Peoria, Ill. (Chi., R. Isl'd and Pac.)	23016	47.13
Burlington, Iowa, and Carrollton, Mo. ....	6	220.57	Burlington, Iowa, Carrollton, Mo. (Chi., Bur. and K. City).	27008	220.57
<i>Burlington and Council Bluffs, Iowa.</i>	6	294.00	Burlington, U. P. Transfer, Iowa (Chi., Bur. and Qey.).	27005	294
Burlington and Oskaloosa, Iowa. ....	6	105.00	Burlington, Winfield, Iowa (Burl. and No. West.).	427035	34.00
Burlington, Iowa, and Quincy, Ill. ....	6	72.00	Winfield, Oskaloosa, Iowa (Burl. and West.)	27082	71.35
Burlington, Iowa, and St. Louis, Mo. ....	6	214.19	Burlington, Iowa, Quincy, Ill. (Chi. Bur. and Qey.).	23011	72.42
			Burlington, Keokuk, Iowa, (Chi., Bur. and Qey.).	27011	43.26
			Keokuk, Iowa, St. Peters, Mo. (St. L., Keo. and No. West.).	628018	133.41
Burnet and Austin, Tex. ....	11	60.72	St. Peters, St. Louis, Mo. (St. L., Keo. and No. West.).	(part) 28068	32.46
Butler and Freeport, Pa. ....	2	21.46	Burnet, Austin, Tex. (A. and N. W.).	31038	66.72
Butler, Mo., and Madison, Kans. ....	7	109.81	Butler, Freeport, Pa. (Penn.).	8033	21.99
Butte, Mont., and Ogden, Utah <sup>8</sup>	8	416.95	Butler, Mo., Le Roy, Kans. (St. L. and E.)	33045	73.83
			Le Roy, Madison, Kans. (Interstate)	33090	29.98
			Ogden, Utah, Silver Bow, Mont. (Utah- and Northern R. R.).	41003	409.07
			Silver Bow, Butte, Mont. (Mont. U. R. R.)	36000	8.05
Cadillac, Mich., and Ft. Wayne, Ind. <sup>9</sup>	9	240.76	Cadillac, Mich., Ft. Wayne, Ind. (G. R. and I.).	24018	240.65
Cadillac, Mich., and Toledo, Ohio. <sup>12</sup>	9	236.39	Cadillac, Mt. Pleasant, Mich. (T., A. A. and N. M.).	(part) 24005	64.57
			Mt. Pleasant, Mich., Toledo, Ohio. (T., A. A. and N. M.).	24020	170.90
Cairo, Ill., and Mobile, Ala. ....	4	.....	Cairo, Ill., Mobile, Ala. (Mob. and Ohio R. R.).	18004	495.57
North Division. ....		262.72			
South Division. ....		233.15			
<i>Cairo, Ill., and New Orleans, La.</i>	4	368.46	Cairo, Ill., and New Orleans, La. (Ill. Cent. R. R.).	18001	550.11
North Division. ....		.....			
South Division. ....		184.12			
Cairo, Ill., and Poplar Bluff, Mo. ....	7	74.87	Cairo, Ill., Poplar Bluff, Mo. (St. L., I. M. and S.).	28027	74.87
Cairo, Ill., and Texarkana, Ark. <sup>13</sup>	11	422.47	Bird's Point, Mo., Texarkana, Ark. (St. L., Ark. and Tex.).	28051	417.92
Caledonia and Spring Valley, Ill. ....	6	85.74	Caledonia, Spring Valley, Ill. (Chi. and No. West.).	23087	86.20
Calistoga and Vallejo Junction, Cal. ....	8	43.88	Calistoga, Vallejo Junction, Cal. (California Pacific R. R.).	46008	43.88
Calmar, Iowa, and Chamberlain, Dak. ....	6	399.02	Calmar, Iowa, Marion, Dak. (Chi., Mil. and St. P.).	1927025	287.64
			Marion, Chamberlain, Dak. (Chi., Mil. and St. P.).	(part) 35002	111.65

<sup>1</sup> Reserve.<sup>2</sup> Cars run through from Chicago, Ill., to U. P. Transfer, Iowa, covering Chicago, Ill., and Burlington, Iowa, and Burlington and Council Bluffs, Iowa, R. P. O.s.<sup>3</sup> One clerk detailed as chief clerk and one as assistant to chief clerk at Burlington, Iowa.<sup>4</sup> Balance of route, Winfield to Washington, Iowa (18.57 miles), covered by closed pouches. (See Table C.)<sup>5</sup> One helper between Burlington, Iowa, and Hannibal, Mo. (101 miles), and one helper between Ashburn and St. Louis, Mo. (96 miles).<sup>6</sup> Balance of route (50.88 miles) covered by Mt. Pleasant and Keokuk, Iowa, R. P. O.<sup>7</sup> Double daily service except Sunday.<sup>8</sup> Narrow gauge, Ogden, Utah, to Pocatella, Idaho; standard gauge Pocatella, Idaho, to Butte City, Mont.; Garrison and Butte City R. P. O. perform service over route 36000, reported by 10th division. One reserve car.<sup>9</sup> In connection with the Grand Rapids and Cincinnati and Mackinaw City and Grand Rapids R. P. O.'s gives double service between Cadillac, Mich., and Ft. Wayne, Ind. (240 miles), daily except Sunday.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
1,920	July 1, 1887	127.90	227.90	6	29,347	94.00	1	20 0	9 4	1	1	1
864	July 1, 1887	123.57	222	6	137,636	110.28	1	14 6	7 7	4	1	4
							1	13 9	9 4½			
							11	9 10	6 8			
57,978	July 1, 1889	732.07	423.52	7	214,620	147	(7)			4	5	34
			232.47									
		525.04	834.25	7	214,620	147				4	3	
407	July 1, 1887	121.47	221.34	6	65,520	105	2	11 9	5 3	2	1	2
334	July 1, 1887	123.76	222.52									
654	July 1, 1887	181 19.63	182 19.20	6	44,928	144.00	1	13 3½	7 2	1	1	1
4,231	July 1, 1887	71 28.67	74 25.80	6	133,654	107.09	1	24 8	8 11½	4	1	6
3,563	July 1, 1887	121.78	220.44				1	23 11½	9 0½			
5,484	July 1, 1889	124.15	225.76									
701	July 1, 1886	1 17	2 16	6	37,889	121.44	1	14 0	7 4	1	1	1
404	July 1, 1889	71 25.24	10 25.72	6	713,391	85.84	1	5 6	8 6	1	1	1
		13 22.58	72 22.86	6	13,391							
257	July 1, 1886	343 9 39	344 9 40	6	68,521	109.81	2	16 4	6 10	2	1	2
143	July 1, 1889	343 10 28	344 10 28	6			2	40 0	7 5½	6	1	6
2,408	Aug. 15, 1888	601 25.50	602 23.96	7	304,374	138.90	3	52 0	8 11			
							2	22 0	8 10	4	1	(10)
1,831	July 1, 1884	601 22.84	602 22.84		150,234	120.38						
		8 19.20	7 18.11	6								
959	July 1, 1889	125.02	223.30	6								
1,421	July 1, 1888	126.78	225.26	6	147,507	118.19	2	16 5	9 2	4	1	4
1,406	July 1, 1888	5 19.8	6 19.3	7	191,785	131.36				4	2	15
							5	21 6	8 10			(12)
					170,199	116.15	(14)			4	1	
5,177	July 1, 1888	124.4	222.6	7	587,951	147.58	1	56 9	9 2	6	2	31
							1	48 6	9 5	5	2	(17)
		325.1	426.2	7	208,815	122.75	1	45 7	9 5	6	1	
							1	50 0	9 2			
							1	24 6	9 2			
							2	20 6	9 0			
452	July 1, 1887	801 18.72	802 21.91	7	54,655	74.87	1	15 8½	9 3½	2	1	2
828	July 1, 1887	1 10.14	2 20.22	7	308,403	129.70	5	23 6	8 0	7	1	7
							5	24 6	9 0			
							3	22 2	9 3			
196	July 1, 1887	127 22.80	128 19.84	6	53,502	171.48	1	12 0	7 5	1	1	1
646	July 1, 1886	25 21.72	26 19.33	12	54,762	175.52	1	10 0	8 10	1	1	1
		27 21.35	28 17.91									
3,402	July 1, 1887	3 22.68	2 34.05	6	125,049	100.20	2	26 2	9 3	204	2	14
2,061	July 1, 1886	123.20	423.20	6	123,939	132.41	2	26 2	9 2	313	2	
		324.28	221.20									

<sup>10</sup>Clerks appointed to the Mackinaw City and Ft. Wayne. (See Mackinaw City and Grand Rapids R. P. O.)

<sup>11</sup>Balance of route (226 miles) covered by the Mackinaw City and Grand Rapids R. P. O.

<sup>12</sup>Order Oct. 16, 1888, extending R. P. O. service on this line from Mt. Pleasant to Cadillac, Mich., increasing distance 64.57 miles.

<sup>13</sup>2 helpers, South Div. 1 transfer clerk, Corinth, Miss.

<sup>14</sup>1 reserve car.

<sup>15</sup>6 crews on trains 3 and 4. 5 crews on trains 1 and 2, North Div.

<sup>16</sup>Postal cars (40 feet) on trains Nos. 3 and 4.

<sup>17</sup>1 chief clerk, New Orleans; 1 transfer clerk, Jackson, Tenn.; 1 transfer clerk, Jackson, Miss.

<sup>18</sup>This line is divided at Pine Bluff, Ark., into Cairo, Ill., and Pine Bluff, Ark., division (270.71 miles), and Pine Bluff, Ark., and Texarkana, Ark., division (151.76 miles). Clerks register at Cairo, Ill., 3 miles from Bird's Point, Mo.

<sup>19</sup>Balance of route (62.42 miles) covered by Marion and Running Water, Dak., R. P. O.

<sup>20</sup>East division, Calmar to Sanborn, Iowa.

<sup>21</sup>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 <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>			
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. (Georgia R. R.) .....	15021	78.59
Cambridge City and Madison, Ind.	5	108.81	Cambridge City, Columbus, Ind. (Penna. Co.).	22011	62.73
			Columbus, Madison, Ind. (Penna. Co.) .....	22006	45.58
Cambridge Junction and Burlington, Vt.	1	34.47	Cambridge Junction, Burlington, Vt. (Burl. and Lam.).	2014	34.40
Cameron, Mo., and Atchison, Kans.	7	57.44	Cameron, St. Joseph, Mo. (H. and St. Jo.) ..	*28005 (part)	36.71
			St. Joseph, Mo., Atchison, Kans. (H. and St. Jo.).	28030	22.19
Canandaigua and Batavia, N. Y.	2	50.17	Canandaigua, Batavia, N. Y. (N. Y. C. and H. R.).	6014 (part)	50.63
Canandaigua and Elmira, N. Y.	2	69.17	Canandaigua, Elmira, N. Y. (Nor. Central)	6063	69.99
Canastota and Elmira, N. Y. ....	2	118.76	Canastota, Cortland, N. Y. (Elm., Cort. and North.).	6080	49.37
			Cortland, Elmira, N. Y. (E. C. and N.) ...	6075	70.91
Canton and Mechanic Falls, Me.	1	25.52	Canton, Mechanic Falls, Me. (Rum. Falls, Buck.).	19 (part)	25.52
Canton and Sherodsville, Ohio.	5	48.44	Canton, Sherodsville, Ohio, (Cleve. and Can.).	*21009 (part)	50.52
Cape Girardeau and Hunter (n. o.), Mo. <sup>11</sup>	7	93.89	Cape Girardeau, Hunter (n. o.), Mo. (C. G. S. W.).	28045 (part)	93.89
Carbondale and Scranton, Pa. .	2	17.46	Carbondale, Scranton, Pa. (D. and H. C. Co.).	8018	17.45
Carey and Delphos, Ohio. ....	5	56.65	Cary, Delphos, Ohio (Cleve. and West.) ...	21081	56.58
Carlisle and Gettysburgh, Pa. .	2	82.34	Carlisle, Hunter's Run, Pa. (Gettys. and Harris).	8052	1410
			Hunter's Run, Gettysburgh, Pa. (Gettys. and Harris.).	8155 (part)	22.79
Carroll and Merville, Iowa. ....	6	100.80	Carroll, Maple River, Iowa (Chi. and No. West.).	23002 (part)	16
			Maple River, Wall Lake, Iowa (Chi. and No. West.).	*27038 (part)	16.70
			Wall Lake, Sac City, Iowa (Chi. and No. West.).	27050 (part)	14.13
			Sac City, Merville, Iowa (Chi. and No. West.).	27089	67.41
Cartersville, Ga., and Talladega, Ala.	4	144	Cartersville, Ga., and Pell City, Ala. (E. and W. of Ala.).	15020	118.55
			Pell City, Talladega, Ala. (Tal. and C. V. R. R.).	17030	25.96
Caseville and Pontiac, Mich. .	9	100.73	Caseville, Pontiac, Mich. (P. O. and Pt. A.).	24064	100.91
Cayuga and Ithaca, N. Y. ....	2	39.11	Cayuga, Ithaca, N. Y. (G. L. and S.).	6089	38.97
Cazadero and San Francisco, Cal. <sup>12</sup>	8	87.25	Cazadero, San Francisco, Cal. (North Pacific Coast R. R.).	44016	87
Cedar Rapids and Council Bluffs, Iowa.	6	270.77	Cedar Rapids, Union Pacific Transfer (n. o.), Iowa (Chi. and No. West.).	*23003	270.50
Cedar Rapids, Iowa, and Kansas City, Mo.	6	301.51	Cedar Rapids, Iowa, Kansas City, Mo. (Chi., Mil. and St. P.).	27047	300.61

\* Clerks make two round trips daily, except Sunday.

<sup>1</sup> Two cars in reserve.

<sup>2</sup> Reserve car.

<sup>3</sup> 170.84 miles of route 28005 between Quincy, Ill., and Cameron, Mo., covered by Quincy, Ill., and Kansas City, Mo. R. P. O.

<sup>4</sup> 86 miles covered by Batavia and Buffalo R. P. O.

<sup>5</sup> One car in reserve.

<sup>6</sup> Clerk alternates with Elmira and Williamsport R. P. O.

<sup>7</sup> Cars and clerks shown on route 6080.

<sup>8</sup> Balance of route covered by closed-pouch service between Canton and Gilbertville (1.93 miles). (See Table C.)

<sup>9</sup> Balance of line (60 miles) shown on Cleveland and Coahocton R. P. O.

<sup>10</sup> Reported last year as Cape Girardeau and Channonia, Mo., R. P. O.; increased distance 35.42 miles; extended to Williamsville, Mo., January 28, and again to Hunter (n. o.), Mo., June 24, 1889.

<sup>11</sup> In reserve.

<sup>12</sup> Triple daily service, except Sunday.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,183	July 1, 1887	52	18.71	51	20.04	0	103,397	110.38	1	20 0	8 9	3	1	3
755	July 1, 1884	31	12.4	30	17.3	0	98,080	157.18	1	25 9	8 4	2	1	2
614	July 1, 1888	106	26.40	105	26.40	112	135,795	145.08	34	14 0	9 0	3	1	3
932	July 1, 1886	104	26.40	107	26.88									
538	July 1, 1880	106	26.04	105	26.04	12								
		104	26.04	107	26.04									
		2	24	1	24	6	21,509	68.94	1	8 9	7 0	1	1	1
10,773	July 1, 1887	63	25.91	61	24.47	7	41,931	114.88	1	15 4	8 8	1	1	1
1,835	July 1, 1887	63	22.19	64	22.19	7								
337	July 1, 1880	5	25.08	2	26.16	6	31,306	100.34	62	5 9	6 0	1	1	1
3,623	July 1, 1889	10	25.15	9	28.02	0	43,103	792.23	1	15 0	8 6	1	1	1
1,052	July 1, 1880	4	26.59	1	24.06	0	74,106	118.70	33	16 0	9 0	2	1	2
953	July 1, 1880	4	28.94	1	25.28	6			( <sup>8</sup> )			( <sup>8</sup> )		
401	July 1, 1880	3	21.95	4	20.41	0	15,924	51.04	1	10 0	6 9	1	1	1
566	July 1, 1888	41	20.76	42	20.76	6	30,227	96.88	1	14 0	7 8	1	1	1
424	July 1, 1880	1	17.38	2	17.38	0	40,571	187.78	1	12 0	6 10	1	1	1
801	July 1, 1885	6	21.33	5	20.05	6	10,895	104.76	1	15 0	7 0	1	1	1
		10	23.80	9	26.05	0	110,895		1	10 6	6 8	1	1	1
		24	20.05	13	20.06	6	10,895		1	10 6	6 8	1	1	1
252	July 1, 1888	1	12.60	2	12.84	0	35,350	113.30	1	7 10	5 8	1	1	1
413	July 1, 1885	9	26.08	6	22.20	0	20,180	64.68	1	9 9	6 7	1	1	1
									121	9 5	6 7			
620	July 1, 1885	9	22.05	6	22.23	0			( <sup>12</sup> )			( <sup>12</sup> )		
12,804	July 1, 1887	15	25.20	16	31.50	6	62,899	100.80	33	12 2	7 5	2	1	2
1,163	July 1, 1887	15	15.41	16	27.68									
821	July 1, 1887	15	23.14	16	23.14									
517	June 8, 1888	15	20.97	16	24.90									
146	July 1, 1884	1	13.4	2	14.6	0	80,856	144	2	8 0	8 0	2	1	2
									1	7 0	6 0			
236	July 1, 1888	4	19.2	3	19.2	0			181	5 6	6 6			
241	July 1, 1884	2	21.82	1	20	6	62,856	134.31	122	12 0	7 0	1	1	121
451	July 1, 1880	15	24.18	8	22.80	0	24,405	78.22	1	10 4	7 0	1	1	1
									121	15 0	9 8			
414	July 1, 1886	9	16.68	8	16.28	0	54,494	87.25	102	9 0	5 6	2	1	2
12,894	July 1, 1887	5	24.60	6	22.54	7	197,662	135.38	( <sup>22</sup> )			4	2	19
		3	25.16	4	24.49	7	197,662	133.38				4	2	
806	June 14, 1888	9	25.71	2	23.84	0	188,142	120.60	1	24 6	9 4	5	1	5
									1	20 2	0 4			

<sup>11</sup> 8.97 miles covered by closed-pouch service. (See Table C.)<sup>12</sup> Cars and clerks shown on route 8032.<sup>13</sup> Distance (4.20 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.<sup>14</sup> Balance of route (64.57 miles) covered by Des Moines and Sioux City, Iowa, R. P. O.<sup>15</sup> One reserve car.<sup>16</sup> One car held in reserve. This clerk has relief every third week by clerk appointed to the East Saginaw and Fort Huron R. P. O.<sup>17</sup> This line was reported last year as Ingrams and San Francisco. 1 reserve car.<sup>18</sup> Balance of route (219.40 miles) covered by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.<sup>19</sup> Cars run through from Chicago, Ill., to Union Pacific Transfer, Iowa, covering Chicago, Ill., and Cedar Rapids, Iowa, and Cedar Rapids and Council Bluffs, Iowa, R. P. O.<sup>20</sup> Two clerks detailed to transfer duty at Council Bluffs, Iowa. One helper between Carroll and Ames (69.5 miles) five days each week.

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>			
Cedar Rapids, Iowa, and Watertown, Dak.	6	400.33	Cedar Rapids, Iowa, Watertown, Dak. (Bur., C. Rap. and North.).	27003	259.68
Centralia and Cairo, Ill. ....	6	112.79	Centralia, Cairo, Ill. (Ill. Central) .....	<sup>23020</sup> (part)	113.43
Chadron, Nebr., and Glenrock, Wyo.	6	169.88	Chadron, Nebr., Douglas, Wyo. (Fre., Elk. and Mo. Vall.). Douglas, Glenrock, Wyo. (Fre., Elk. and Mo. Vall.).	34035 <sup>237003</sup> (part)	140.38 30.30
Chanute and Longton, Kans.	7	45.13	Chanute, Longton, Kans. (C. K. and W.)	33008	45.13
Chambersburgh and Richmond Furnace, Pa.	2	31.35	Chambersburgh, South Penn Junction, Pa. (Cumb. Valley). South Penn Junction, Richmond Furnace, Pa. (Cumb. Valley).	8030 <sup>28771</sup> (part)	<sup>(2)</sup> 19.38
Chambersburgh and Mercersburgh Junction, Pa. (Cumb. Valley).			Mercersburgh, Mercersburgh Junction, Pa. (Cumb. Valley).	8145	2.64
Champaign and Havana, Ill. ...	6	101.07	Champaign, Havana, Ill. (Ill. Central) ...	23029	101.64
Charleston, S. C., and Augusta, Ga.	4	139.22	Charleston, Branchville, S. C. (S. C. R. R.). Branchville, S. C., Augusta, Ga. (S. C. R. R.)	14003 14017	<sup>(1)</sup> 75.14
Charlotte, N. C., and Atlanta, Ga.	4	268.24	Charlotte, N. C., Atlanta, Ga. (Rich. and Dan. R. R.).	15601	268.24
Charlotte, N. C., and Augusta, Ga.	4	192	Charlotte, N. C., Augusta, Ga. (Rich. and Dan. R. R.).	13007	194.55
Chatham and New York, N. Y.	2	130.44	Chatham, New York, N. Y. (N. Y. C. and H. R.).	6022	130.08
Chattanooga, Tenn., and Atlanta, Ga.	4	138.34	Chattanooga, Tenn., Atlanta, Ga. (West. and Atlantic R. R.).	15002	138.34
Chattanooga, Tenn., and Carrollton, Ga.	4	138	Chattanooga, Tenn., Carrollton, Ga. (Chatt. R. and Col. R. R.).	15057	138
Chattanooga and Memphis, Tenn.	5	310.75	Chattanooga, Memphis, Tenn. (Mem. and Char.).	17005	311.35
Chattanooga, Tenn., and Meridian, Miss.	4	295.60	Chattanooga, Tenn., Meridian, Miss. (A. G. S. R. R.).	17015	295.60
Chattanooga, Tenn., Rome and Atlanta, Ga.	4	153.49	Chattanooga, Ooltewah, Tenn. (E. T., V. and G.). Ooltewah, Tenn., Cohutta, Ga. (E. T., V. and G. R. R.). Cohutta, Rome, Ga. (E. T., V. and G.). Rome, Atlanta, Ga. (E. T., V. and G.).	19002 19011 17010 15013 (part)	<sup>(2)</sup> 11.54 <sup>25</sup> 74.27
Cherokee and Onawa, Iowa...	6	61.18	Cherokee, Onawa, Iowa (Cher. and Dak.).	27099	61.18
Cherokee, Iowa, and Sioux Falls, Dak.	6	97.07	Cherokee, Iowa, Sioux Falls, Dak. (Cher. and Dak.).	27100	97.07
Cheyenne, Wyo., and Denver, Colo.	7	107.39	Cheyenne, Wyo., Denver, Colo. (U. P.) ...	<sup>238007</sup>	107.39

<sup>1</sup> East Division, Cedar Rapids to Estherville, Iowa.

<sup>2</sup> One clerk detailed to transfer duty at Cedar Rapids, Iowa.

<sup>3</sup> Two of these cars in reserve.

<sup>4</sup> West Division, Estherville, Iowa, to Watertown, Dak.

<sup>5</sup> Balance of route (252.10 miles) covered by Chicago and Centralia, Ill., R. P. O.

<sup>7</sup> Balance of route, Glenrock to Caspar, Wyo. (24.16 miles), covered by closed pouches. (See Table C.)

<sup>7</sup> Clerk is appointed to Kansas City, Mo., and Wellington, Kans., R. P. O.

<sup>8</sup> 7.10 miles covered by Harriaburg and Martinsburgh R. P. O.

<sup>9</sup> Cars and clerks shown on route 8030.

<sup>10</sup> Reserve.

<sup>11</sup> Reported as Columbia and Charleston R. P. O.

<sup>12</sup> Cars used also by Columbia and Charleston.

<sup>13</sup> Short run Augusta to Branchville on trains 2 and 3.

<sup>14</sup> See Washington and Charlotte R. P. O.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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>			
1,076	July 1, 1887	61 25.09	62 27.29	6	129,368	103.66	2	22 0	9 1	14	1			28
		63 17	64 18.93	6	120,438	128.67	34	19 10	9 1	43	1			
		71	72											
10,499	July 1, 1887	5 23.38	2 20	6	70,381	112.79	1	27 6	0 0	2	2			4
461	Oct. 1, 1886	91 15.94	92 16.14	6	106,005	169.88	2	14 0	9 3	2	1			2
194	July 1, 1889	91 17.62	92 12.51											
1,174	Feb. 21, 1887	201 24.61	202 25.78	7	32,945	90.26	1	23 5	9 34	1	1			( <sup>16</sup> )
1,942	July 1, 1885	41 28.44	42 23.66	6	19,562	62.70	1	15 0	8 7	1	1			1
757	July 1, 1880	41 22.80	42 15.50	6	-----	-----	( <sup>17</sup> )	-----	-----	( <sup>18</sup> )				
781	July 1, 1880	41 26.04	42 15.84	6	-----	-----	( <sup>17</sup> )	-----	-----	( <sup>18</sup> )				
436	July 1, 1887	1 21.21	2 20.84	6	63,068	101.07	1	10 4	6 104	2	1			2
							191	9 9	6 114					
2,182	July 1, 1888	1 20.5	4 32.6	7	101,631	139.22	5	18 0	8 11	2	1			3
1,436	July 1, 1888	1 28	4 24.4	7	-----	-----	( <sup>19</sup> )	-----	-----					
		3 23.7	2 26.8	6	147,186	151.24		-----	-----	1	1			
19,494	July 1, 1888	50 27.4	51 27.9	7	391,630	134.11	( <sup>14</sup> )	-----	-----	8	2			22
		52 27.9	53 28.7	7	-----	-----		-----	-----					( <sup>15</sup> )
2,642	July 1, 1888	52 24.6	53 22.2	7	140,160	128	1	20 34	8 10	3	1			3
							1	22 16	8 11					
1,741	July 1, 1880	24 31.12	23 28.95	6	181,395	152.18	1	20 0	8 4	3	1			5
		38 30.47	7 31.30	6	81,395	-----	1	20 0	8 4	2	1			
							172	20 0	8 4					
15,022	July 1, 1888	2 25.8	1 27.2	7	302,965	118.58	5	50 0	9 0	7	2			26
		4 24.6	3 26.9	7	-----	-----	2	41 10	8 10	5	1			( <sup>19</sup> )
		20 27.6	11 25.8	7	-----	-----	( <sup>19</sup> )	-----	-----					
378	July 1, 1880	1 18	2 21.9	7	100,740	138	2	18 0	7 0	2	1			2
3,600	July 1, 1888	3 27	4 27	7	226,848	124.30	3	20 0	9 0	5	1			11
4,588	July 1, 1888	1 30.8	2 30.8	7	431,576	147.80	212	45 6	8 6	4	2			12
		5 21.4	6 26.9	7	-----	-----	1	42 10	9 2	4	1			
5,833	July 1, 1888	13 18.2	14 18.2	7	112,047	153.49	( <sup>23</sup> )	-----	-----	2	1			2
436	July 1, 1888	13 27.6	14 27.6	7	-----	-----		-----	-----					
1,002	July 1, 1888	13 32.4	14 30.4	7	-----	-----		-----	-----					
1,026	July 1, 1888	13 24.4	14 24.4	7	-----	-----		-----	-----					
222	Feb. 27, 1888	57 22.07	58 24.28	6	38,176	122.36	2	15 0	7 24	1	1			1
428	July 1, 1889	2 25.22	1 24.18	6	60,572	194.14	1	15 0	7 24	1	1			1
1,615	July 1, 1880	302 26.85	301 25.26	7	78,395	107.39	1	24 1	9 4	2	1			2
							1	24 2	9 4					
							1	25 11	8 10					

<sup>16</sup> Four helpers; one detailed as assistant chief clerk, Atlanta; one detailed to office of superintendent.

<sup>16</sup> Double daily service except Sunday.

<sup>17</sup> In reserve.

<sup>18</sup> Four detailed to office of superintendent; two transfer clerks, Atlanta, Ga.

<sup>19</sup> Paid as one line of 50-foot cars on trains 3 and 4; two lines of 40-foot cars; one reserve car.

<sup>20</sup> One clerk detailed to transfer duty at Chattanooga, Tenn. One clerk detailed to transfer duty at Grand Junction, Tenn. Two clerks detailed to transfer duty at Memphis, Tenn.

Two additional clerks appointed for night service in apartment cars—not yet established.

<sup>21</sup> Forty-foot postal cars on trains 5 and 6. (See Cincinnati and Chattanooga R. P. O.)

<sup>22</sup> Reported in Bristol and Chattanooga R. P. O.

<sup>23</sup> See Atlanta and Brunswick R. P. O.

<sup>24</sup> Reported in Cleveland and Selma R. P. O.

<sup>25</sup> Remainder of route (277.76 miles) covered by Atlanta and Brunswick R. P. O.

<sup>26</sup> Julesburg and Denver, Colo., R. P. O.; also run over 46.92 miles of route 38007, between La Salle and Denver, Colo.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn.	10	473.50	Chicago, Ill., Rugby Junction, Wis. (Wis. Central). Rugby Junction, Abbotsford, Wis. (Wis. Central). Abbotsford, Chippewa Falls, Wis. (Wis. Central). Chippewa Falls, Wis., St. Paul, Minn. (Wis. Central). St. Paul, Minneapolis, Minn. (St. P., Minn. and Man.).	23089 25017 (part) 25026 (part) 25061 (part) 26006 (part)	117.60 185.54 55.10 104.63 (?)
Chicago, Ill., and Burlington, Iowa.	6	207.50	Chicago, Ill., Burlington, Iowa (Chi., Bur. and Qey.).	23007	206
Chicago, Ill., and Cedar Rapids, Iowa.	6	220.40	Chicago, Ill., Cedar Rapids, Iowa (Chi. and No. West.).	23003 (part)	212.40
Chicago and Centralia, Ill.	6	252.96	Chicago, Centralia, Ill. (Illinois Central).	23020 (part)	252.10
Chicago, Ill., and Cincinnati, Ohio.	5	307.16	Chicago, Kankakee, Ill. (Ill. Cen.). Kankakee, Ill., La Fayette, Ind. (Cin., La Fayette, and Chic.). La Fayette, Indianapolis, Ind. (Cin., Ind., St. L. and Chic.). Indianapolis, Ind., Cincinnati, Ohio (Cin., Ind., St. L. and Chic.).	23020 (part) 23026 (part) 23029 (part) 22005 (part) 23003 (part)	(?) 75.79 64.91 111.40
Chicago, Decatur, Ill., and St. Louis, Mo.	6	286.80	Chicago, Bement, Ill. (Wabash). Bement, Decatur, Ill. (Wabash).	23006 (part) 21019 (part)	152.80 (?)
Chicago, Dunbar, Ill., and Dubuque, Iowa.	6	168.28	Decatur, Ill., St. Louis, Mo. (Wabash).	23023 (part)	113.66
Chicago and Forreston, Ill.	6	119.10	Chicago, Ill., Dubuque, Iowa (Chi., St. P. and K. City). Chicago, Aurora, Ill., (Chi., Bur. and Qey.).	23095 (part) 23007 (part)	167.33 (?)
Chicago, Ill., and Fort Madison, Iowa.	6	237.44	Aurora, Forreston, Ill. (Chi. and Iowa). Chicago, Ill., Fort Madison, Iowa (Chi., St. P. and Cal.).	23036 (part) 23008 (part)	81.60 236.82
Chicago, Freeport, Ill., and Dubuque, Iowa.	6	189.72	Chicago, Freeport, Ill. (Chi. and No. West.). Freeport, Ill., Dubuque, Iowa (Ill. Central).	23002 (part) 23021 (part)	121.30 (?)
Chicago, Irene, Ill., and Dubuque, Iowa.	6	184.70	Chicago, Freeport, Ill. (Illinois Central). Freeport, Ill., Dubuque, Iowa (Illinois Central).	23105 (part) 23021 (part)	114.44 (?)
Chicago, Ill., and Louisville, Ky.	5	324.56	Louisville Junction (n. o.), Ind., Chicago, Ill. (Louis., N. Alb. and Chic.).	23008	322.10

<sup>1</sup> East division, Chicago, Ill., to Neenah, Wis.<sup>2</sup> Two helpers between Neenah and Chippewa Falls, Wis.<sup>3</sup> Balance of route covered by Ashland and Abbotsford, Wis., R. P. O. (133.10 miles), and between Milwaukee and Rugby Junction, Wis. (27.30 miles), by closed pouches. (See Table C.)<sup>4</sup> Balance of route between Chippewa Falls and Eau Claire, Wis. (11.20 miles), covered by closed pouches. (See Table C.)<sup>5</sup> West division Neenah, Wis., to Minneapolis, Minn.<sup>6</sup> In reserve at Stevens' Point, Wis.<sup>7</sup> Distance (10.68 miles) covered by Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.<sup>8</sup> Four helpers west on train 7, Chicago to Galeaburgh, Ill., and deadhead back; 6 clerks detailed to transfer duty at Chicago, Ill.: 1 at Galeaburgh, Ill., and 2 at Burlington, Iowa; 1 clerk detailed as chief clerk of Chicago, Ill., and Omaha, Nebr., lines, and 1 clerk detailed

to clerical duty at office of superintendent, Chicago, Ill.

<sup>9</sup> Two of these cars in reserve.<sup>10</sup> Storage cars.<sup>11</sup> Reserve.<sup>12</sup> Balance of route (270.50 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.<sup>13</sup> Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Cedar Rapids and Council Bluffs, Iowa, R. P. O.<sup>14</sup> Two helpers west on train 5 from Chicago, Ill., to Stanwood, Iowa, and deadhead back on train 4; 2 clerks detailed to transfer duty at Chicago, Ill.; 3 clerks detailed to clerical duty at office of superintendent, Chicago, Ill.<sup>15</sup> Balance of route (113.43 miles) covered by Centralia and Cairo, Ill., R. P. O.<sup>16</sup> Two helpers on trains 1 and 2 between Chicago and Champaign, Ill.; 2 helpers on trains 3 and 4 between Chicago and Tolono, Ill.; 6 clerks detailed to transfer duty at Chicago, Ill., and 1 at Grand Crossing, Ill.; 3 clerks detailed as



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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>			
1,501	July 1, 1887	7 27.88	6 27.99	6	295,464	124.76	2	30 3/4	9 4	13	1	29
1,609	July 1, 1887	7 26.07	6 26.71									
1,465	July 1, 1887	1 27.15	2 27.60			143.18	2	30 4	9 5	54	1	
374	July 1, 1887	1 27.23	2 27.23				62	15 0	7 6			
		1 28.57	2 25				61	30 3/4	5 4			
							61	21 4	9 4			
83,760	July 1, 1889	5 27.91	6 28.23	7	151,475	103.75	3	60 1	9 3 1/2	4	4	550
		7 38.21	2 33.69	7	151,475	103.75	98	60 1	9 3 1/2	4	7	
							107	60 1	9 3 1/2			
12,894	July 1, 1887	3 25.76	4 33.69	7	160,892	110.20	111	40 1 1/2	8 11 1/2			
		5 25.51	6 24.33	7	160,892	110.20	132	0	9 5	4	3	1431
10,490	July 1, 1887	1 24.81	2 21.61	6	157,847	126.48	134	50 0	9 5	4	3	
		3 28	4 23.45	7	184,661	126.48	2	44 4 1/2	9 0	4	2	1636
10,490	July 1, 1887	4 29.10	1 28.86	147	196,582	153.58	3	50 0	9 0	194	4	2641
		2 25.74	3 23.94	7	224,227		212	50 0	9 5	224	6	
25,021	July 1, 1888	4 32.46	1 32.34	7								
		2 25.98	3 23.88	7								
26,740	July 1, 1888	4 27	1 30.48	7								
		2 25.08	3 29.88	7								
23,584	July 1, 1888	4 33.46	1 30.42	7								
		2 32.58	3 29.40	7								
1,085	July 1, 1887	5 26.43	4 24	6	178,963	143.40	1	24 5	9 2 1/2	4	1	246
11,242	July 1, 1884	5 33.43	4 26				1	21 9	9 4			
12,380	July 1, 1887	5 26.21	4 28.40				111	24 10	9 7 1/2			
1,612	July 1, 1889	3 27	4 26.39	6	105,007	112.19	2	25 0	9 5	3	1	3
54,621	Mar. 11, 1884	13 24.67	14 27.75	6	74,318	119.10	2	8 10	8 4	2	1	2
5,877	July 1, 1887	1 23.14	2 30.37				271	40 1 1/2	8 11 1/2			
900	July 1, 1889	5 23.00	6 23.00	6	148,262	118.72	2	26 3	9 4	4	1	295
							174	24 0	9 3			
							111	26 3	9 4			
5,003	July 1, 1887	49 24.20	50 25.92	6	118,385	126.48	213	50 0	9 5	3	3	1013
4,979	July 1, 1887	2 25.80	1 25.80									
		6 26.31	3 25.34	6	115,253	123.13	2	44 1/2	9 0	3	2	6
4,579	July 1, 1887	6 25.01	3 24.28									
4,314	July 1, 1888	5 29.50	6 29.28	246	202,525	163.28	213	50 0	9 0	4	2	16
		3 29.04	4 28.50	447	236,929		213	20 0	9 0	4	2	

printers, 1 as stenographer, and 1 in charge of dormitory at office superintendent, Chicago, Ill.

<sup>17</sup> Covered by lines of sixth division (55.87 miles).

<sup>18</sup> Previous to Sunday, May 12, 1889, day line trains 1 and 4 ran daily except Sunday; on and after that date daily.

<sup>19</sup> Day line 4 crews; 4 clerks to a crew.

<sup>20</sup> One clerk detailed to clerical duty in office of superintendent, Cincinnati, Ohio.

<sup>21</sup> One car in reserve.

<sup>22</sup> Night line 4 crews; 6 clerks to a crew.

<sup>23</sup> Balance of route covered by Bement and Effingham, Ill., R. P. O. (52.50 miles), and between Shumway and Allamont, Ill. (10.54 miles) by closed pouches. (See Table C.)

<sup>24</sup> One helper between Bement, Ill., and St. Louis, Mo. (134.50 miles), four days each week. One clerk detailed to transfer duty at East St. Louis, Ill.

<sup>25</sup> Distance (19.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.

<sup>26</sup> Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O. Clerks act as helpers to Chicago and Streator, Ill., R. P. O., between Chicago and Aurora, Ill.

<sup>27</sup> Whole car. Reserve.

<sup>28</sup> Balance of route (218 miles) covered by Fort Madison, Iowa, and Kansas City, Mo., R. P. O.

<sup>29</sup> One clerk detailed to clerical duty at office of superintendent, Chicago, Ill.

<sup>30</sup> One clerk detailed to transfer duty at Chicago, Ill., and one at Dubuque, Iowa. One clerk detailed to clerical duty and one as porter at office superintendent, Chicago, Ill.

<sup>31</sup> Distance (68.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

<sup>32</sup> One line R. P. O. cars 40 feet in length placed on night line August 5, 1888; mail apartment car service on day line.

<sup>33</sup> Day line.

<sup>34</sup> Night line.

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.
		<i>Miles.</i>			
<i>Chicago, Ill., and McGregor, Iowa.</i>	6	238.62	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.).	23054 23024 (part) 27028 (part) 27012 (part)	(1) (7) (3) 443.60
<i>Chicago, Ill., and Minneapolis, Minn.</i>	10	423.15	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. Paul).  Milwaukee, La Crosse, Wis. (Chi., Mil. and St. Paul).	23035  25002	85.98  198.42
<i>Chicago, Ill., Monon, Ind., and Cincinnati, Ohio.</i>	5	309.64	La Crosse, Wis., Minneapolis, Minn. (Chi., Mil. and St. Paul). Chicago, Ill., Monon, Ind. (Louis., N., Alb. and Chi.). Monon, Indianapolis, Ind. (Louis., N., Alb. and Chi.). Indianapolis, Ind., Hamilton, Ohio (Cin., Ham. and Ind.). Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.).	26013 22008 (part) 22038 (part) 21024 (part)	142.55 (13) 93.61 100.13
<i>Chicago, Ill., and North McGregor, Iowa.</i>	10	281	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. Paul). Milwaukee, Wis., North McGregor, Iowa (Chi., Mil. and St. Paul).	21026 (part) 23035 (part)	(15) (16) 195.98
<i>Chicago and Quincy, Ill.</i>	6	263.50	Chicago, Galesburgh, Ill. (Chi., Burl. and Qey.). Galesburgh, Quincy, Ill. (Chi., Burl. and Qey.).	23007 (part) 23010 (part)	(13) 100.61
<i>Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.</i>	5	300.24	Chicago, Ill., Richmond, Ind. (Chi., St. L. and Pitts.). Richmond, Ind., Cincinnati, Ohio (Chi., St. L. and Pitts.).	23009 21025	226.43 74.63
<i>Chicago, Ill., and St. Louis, Mo.</i>	6	284.70	Chicago, Ill., St. Louis, Mo. (Chi. and Alton).	23017	281.10

<sup>1</sup> Distance (116.60 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>2</sup> Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.

<sup>3</sup> Distance (3.20 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>4</sup> Balance of route covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O. (121.73 miles), and between Sabula Junction and Clinton, Iowa (16.46 miles), by closed pouches. (See Table C.)

<sup>5</sup> Balance of distance (53.10 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O.

<sup>6</sup> Fast mail.

<sup>7</sup> Four helpers between Chicago, Ill., and La Crosse, Wis., west on train 55 and east on train 2, daily. Four helpers between Chicago, Ill., and Watertown, Wis., west on train 55, and deadhead east daily. Two helpers be-

tween Chicago, Ill., and Oconomowoc, Wis., west on train 3, and east on train 2, daily. One clerk detailed as chief clerk at Milwaukee, Wis.; one as chief clerk at Chicago, Ill., and one as chief clerk at St. Paul, Minn.; one clerk detailed as assistant chief clerk at St. Paul, Minn.; one clerk detailed to transfer duty at Milwaukee, Wis., one at La Crosse, Wis., and one at Minneapolis, Minn.

<sup>8</sup> One in reserve.

<sup>9</sup> Day line.

<sup>10</sup> Short run, Chicago, Ill., to La Crosse, Wis.; car and clerks run from Milwaukee, Wis., to Chicago, Ill., on train 2; reported last year as short run, Chicago, Ill., to Portage, Wis. Service extended to La Crosse, Wis., May 1, 1889, in rearing distance 104.83 miles.

<sup>11</sup> Short run, Milwaukee to La Crosse, Wis.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. In.</i>			
8,012	July 1, 1887	3 27.43	2 25.91	6	148,899	119.31	1	49 3	9 3	4	2	8		
2,231	July 1, 1887	3 29.34	2 29.34	-----	-----	-----	1	41 1	8 0					
2,249	July 1, 1887	3 9.60	2 9.60											
2,982	July 1, 1887	3 24.18	2 16.81											
72,000	July 1, 1889	55 33.99	2 30.90	7	308,899	141.05	5	60 1	9 3	6	4	780		
		133.99	10 30.90	7	308,899	141.05	3	60 1	9 3	6	4			
		330.00 <sup>(10)</sup>	.....	7	207,612	142.40	1	49 3	9 3	4	3			
							1	50 1	9 3					
53,758	July 1, 1889	55 36.82	56 36.25											
		1 29.46	4 44 28.20											
		5 28.05	6 28.05	6	123,814	132.28	1	18 0	6 0	118	1			
		3 28.24	2 26.47				1	20 9	8 9					
28,360	Mar. 9, 1884	55 29.15	56 30.72											
		1 27.76	2 25.21											
4,314	July 1, 1888	5 28.02	6 27.24	6	193,215	154.82	2	14 0	9 0	4	1	186		
947	July 1, 1888	5 31.20	6 27.96	6										
1,925	July 1, 1888	5 36.90	6 31.26	6										
8,951	July 1, 1888	5 34.86	6 34.08	6										
72,000	July 1, 1889	9 30	56 28.33	6	175,344	140.50	172	49 3	9 3	4	3	1815		
4,566	July 1, 1887	1 23.86	4 18.41				1	50 1	9 3					
54,621	Mar. 11, 1884	3 26.30	4 24.92	7	192,355	131.75	3	60 1	9 3½	4	5	1024		
13,263	July 1, 1887	3 25.53	4 25				172	51 3½	8 9½	2	6			
		15 26.67	6 27.27	7	73,000	100	172	54 10	8 9½					
2,185	July 1, 1888	2 30.54	1 30.54	6	187,350	150.12	173	19 0	9 0	4	1	4		
2,382	July 1, 1889	2 27.12	1 27.12	6										
14,824	July 1, 1887	2 27.20	1 26.14	6	177,653	142.35	2	60 0	9 4	4	3	1031		
		4 27.41	3 25.55	7	207,831	142.35	2	60 0	9 4	4	3			
							172	44 5	9 1					
							171	40 0	9 1					

<sup>12</sup> Covered by Chicago and Louisville R. P. O. (88.60 miles).<sup>13</sup> Four clerks run daily, except Sunday, over whole line, acting as helpers to Chicago and Louisville day line between Chicago, Ill., and Monon, Ind. Two clerks run daily, except Sunday, between Cincinnati and Hamilton, Ohio, and Indianapolis, Ind. (see that line), thus making double daily service, except Sunday, between Cincinnati and Hamilton, Ohio, and Indianapolis, Ind.<sup>14</sup> Balance of route covered by Michigan City and Monon R. P. O. (\$9.57 miles).<sup>15</sup> Covered by Toledo and Cincinnati R. P. O. (24.40 miles).<sup>16</sup> Distance (\$5.98 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.<sup>17</sup> One in reserve at Chicago, Ill.<sup>18</sup> One clerk detailed to transfer duty at Prairie du Chien, Wis. Two helpers north on train 9, from Chicago, Ill., to Milwaukee, Wis., and return on train 10, Milwaukee, Wis., and Chicago, Ill. Chi. and No. West. R. R.<sup>19</sup> Distance (163.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.<sup>20</sup> Two helpers on train No. 3, from Chicago to Galesburgh and deadhead back.<sup>21</sup> One car in reserve.<sup>22</sup> Reserve.<sup>23</sup> Two helpers on trains 3 and 4 between Chicago and Bloomington, Ill. Three clerks detailed to transfer duty at Chicago, Ill., and two clerks detailed to clerical duty at office of superintendent, Chicago, Ill.

TABLE A<sup>o</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
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.).	23064 25024 (part) 27028 (part) 27028 (part)	118.00 (?) 89.90 (?)
Chicago and Streator, Ill. ....	6	97.70	Chicago, Aurora, Ill. (Chi., Bur. and Qcy.). Aurora, Streator, Ill. (Chi., Bur. and Qcy.).	23007 (part) 23012 (part)	(?) 60.97
Chicago, Ill., and Terre Haute, Ind.	6	180.02	Chicago, Danville, Ill. (Chi. and East. Ill.). Danville, Ill., Terre Haute, Ind. (Chi. and East. Ill.).	23043 22024 (part)	124.68 55.45
Chicago, Ill., and West Liberty, Iowa.	6	221.52	Chicago, Ill., Davenport, Iowa (Chi., R. Isl'd and Pac.). Davenport, West Liberty, Iowa (Chi., R. Isl'd and Pac.).	23018 (part) 27014 (part)	187.03 33.87
Chicago, Ill., and Winona, Minn.	10	297.70	Chicago, Harvard, Ill. (Chi. and No. West.). Harvard, Caledonia, Ill. (Chi. and No. West.). Caledonia, Ill., Winona Junction, Wis. (Chi. and No. West.). Winona Junction, Wis., Winona, Minn. (Chi. and No. West.). Winona, Minn., Janesville, Wis. (Chi. and No. West.). Janesville, Evansville, Wis. (Chi. and No. West.).	25009 (part) 28011 (part) 28010 (part) 25014 (part) 25004 (part)	(12) (14) 189.55 29.72 16.78
Cincinnati, Ohio, and Chattanooga, Tenn.	5	340.39	Cincinnati, Ohio, Chattanooga, Tenn. (Cin., N. Ori. and Tex. Pac.).	20020	338.70
Cincinnati, Hamilton, Ohio, and Indianapolis, Ind.	5	125.41	Cincinnati, Hamilton, Ohio (Cin., Ham. and Day.). Hamilton, Ohio, Indianapolis, Ind. (Cin., Ham. and Ind.).	31028 (part) 31024 (part)	(20) (20)
Cincinnati, Ohio, and Junction City, Ky.	5	122.86	Cincinnati, Ohio, Junction City, Ky. (Cin., N. Ori. and Tex. Pac.).	20020	(20)
Cincinnati, Ohio, and Livingston, Ky.	5	158.91	Cincinnati, Ohio, Paris, Ky. (Ky. Cen.) .... Paris, Richmond, Ky. (Ky. Cen.) .....	22002 (part) 28032	80.75 38.75
Cincinnati, Ohio, and Louisville, Ky.	5	111.41	Richmond, Livingston, Ky. (Ky. Cen.) .... Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.).	20018 29004	88.94 (20)

<sup>1</sup> Two helpers between Kirkland, Ill., and Cedar Rapids, Iowa; one helper between Chicago and Roselle; one clerk detailed to office of superintendent at Chicago, Ill.

<sup>2</sup> Distance (23 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.

<sup>3</sup> Balance of route (262.47 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.

<sup>4</sup> Distance (5.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.

<sup>5</sup> Distance (87 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

<sup>6</sup> Whole car.

<sup>7</sup> One helper between Chicago and Wataeka, Ill., four days each week.

<sup>8</sup> One clerk detailed as chief clerk at Des Moines, Iowa.

<sup>9</sup> Balance of route (279.10 miles) covered by West Liberty and Council Bluffs, Iowa, R. P. O.

<sup>10</sup> One of these cars in reserve.

<sup>11</sup> Night line (288.40 miles).

<sup>12</sup> Distance (62.70 miles) covered by Fort Howard, Wis., and Chicago, Ill., R. P. O.

<sup>13</sup> One clerk detailed as assistant chief clerk at Chicago, Ill.

<sup>14</sup> Distance (15 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.

<sup>15</sup> In reserve at Chicago, Ill.

<sup>16</sup> Balance of route (4.14 miles) covered by Winona Junction and La Crosse, Wis., pouch service. (See Table C.)

<sup>17</sup> Night line runs between Chicago, Ill., and Janesville, Wis., over route 25008; thence to Evansville, Wis., over route 25004; thence to Winona, Minn., over routes 25010 and 25014.

<sup>18</sup> Cars on day line run between Cincinnati, Ohio, and Chattanooga, Tenn. Cars on night line run through Cincinnati, Ohio, and Meridian, Miss.

<sup>19</sup> Two clerks in mail apartment cars between Cin-

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- ber 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.	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>		
8,012	July 1, 1887	1	27.29	4	30.93	6	145,606	116.72	2	26	0	9	3	4	1 18
2,231	July 1, 1887	1	29.34	4	29.33										
2,249	July 1, 1887	1	22.48	4	29.96										
708	July 1, 1887	37	16.20	32	16.20										
54,621	Mar. 11, 1884	13	24.07	14	27.75	6	60,065	97.70	41	35	34	8	04	2	1 2
1,420	July 1, 1887	81	26.14	82	18.30										
2,084	July 1, 1887	1	24.80	2	23.62	6	112,332	120.01	2	25	0	9	2	3	1 14
801	July 1, 1887	1	28.26	2	25.64										
12,155	July 1, 1887	1	26	14	32.12	7	161,710	110.76	3	50	0	9	4	4	3 25
		3	28.74	4	27.64										
6,186	July 1, 1887	13	29.10	14	29.08	7	161,710	110.76	2	50	0	9	4	4	3
		3	23.28	4	25.87				102	49	4	9	4		
7,499	July 1, 1887	107	26.87	114	26.87	6	185,704	148.85	2	50	0	9	5	4	2 17
		113	26.87	110	25.94	6	179,961	144.20	2	50	0	9	5	4	2
1,376	July 1, 1887	1	28.02	2	23.07				101	50	0	9	5		
7,507	July 1, 1887	1	23.75	2	22										
		7	26.98	6	24.27										
5,660	July 1, 1887	1	24.07	2	25.84										
		3	27.04	4	27.04										
4,139	July 1, 1887	7	24	6	24										
4,762	July 1, 1884	1	31.62	2	31.56	7	248,485	170.20	186	50	0	9	2	4	2 122
		5	27.42	8	27.60	7	248,485							4	2
8951	July 1, 1888	38	29.28	37	34.86	6	78,256	125.41	112	20	0	9	0	2	1 (23)
1925	July 1, 1887	38	29.28	37	33.60	6									
4762	July 1, 1884	3	24.06	4	24.06	6	76,477	122.56	1	24	0	9	0	2	1 (24)
2604	July 1, 1888	2	25.50	3	34.62	6	97,288	103.94	213	14	0	9	0	3	1 8
717	July 1, 1888	2	16.62	3	22.80	6									
141	Apr. 15, 1884	2	10.32	3	10.20	6									
22,829	July 1, 1888			8	26.40	206	72,862	111.41	1	15	0	9	6	2	1 (25)

cincinnati, Ohio, and Junction City, Ky., distance 122.5 miles. (See that line.) Two clerks detailed to duty in superintendent's office, Cincinnati, Ohio. One clerk detailed as chief clerk at Chattanooga, Tenn. One clerk detailed as transfer clerk at Junction City, Ky.

<sup>100</sup> Covered by Toledo and Cincinnati R. P. O., 24.40 miles.

<sup>101</sup> One car in reserve.

<sup>102</sup> This is the short run of the Chicago, Monon and Cincinnati R. P. O. Clerks are appointed and are shown with that line. (See that line.)

<sup>103</sup> Covered by Chicago, Monon and Cincinnati R. P. O. (100.13 miles.)

<sup>104</sup> This is the short run of the Cincinnati and Chattanooga R. P. O.

<sup>105</sup> Covered by Cincinnati and Chattanooga R. P. O. (121.70 miles).

<sup>106</sup> Clerks are appointed to Cin. and Chatt. R. P. O. and are shown with that line.

<sup>107</sup> Closed-pouch service on route 20002, between Paris and Lexington, Ky., 19.56 miles. (See Table C.)

<sup>108</sup> Covered by Cincinnati and Nashville R. P. O. (110.10 miles).

<sup>109</sup> Previous to Oct. 9, 1888, daily. On and after that date daily, except Sunday.

<sup>110</sup> Clerks act as helpers to Cincinnati and Nashville R. P. O. night line on south trips, and run north in apartment car daily, except Sunday, on train 8. Clerks are appointed to Cin. and Nash. R. P. O. and are shown with that line.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
<i>Cincinnati, Ohio, and Nashville, Tenn.</i>	5	<i>Miles.</i> 303.60	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.).	20004	110.10
			Cincinnati Junction (n. o.), Sax, Ky., (Louis. and Nash.).	20017	4.50
			Louisville, Ky., Nashville, Tenn. (Louis. and Nash.).	20005	186.14
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky. <sup>1</sup>	5	131.96	Cincinnati, Ohio, North Vernon, Ind. (Ohio and Miss.).	22016 (part)	( <sup>9</sup> )
			North Vernon, Ind., Louisville, Ky. (Ohio and Miss.).	22019	57.45
<i>Cincinnati, Ohio, and St. Louis, Mo.</i>	5	341.54	Cincinnati, Ohio, East St. Louis, Ill. (Ohio and Miss.).	22010	338.14
Claremont, N. H., and Boston, Mass.	1	129.84	Claremont, Concord, N. H. (Boa. and Me. Low. Sya.).	1009	54.90
			Concord, Nashua, N. H. (Con.).	1001	( <sup>10</sup> )
			Nashua, N. H., Boston, Mass. (Boa. and Me. Low. Sya.).	3016	( <sup>11</sup> )
Clarinda, Iowa, and Corning, Mo.	6	46.36	Clarinda, Northborough, Iowa (Chi., Bur. and Qcy.).	27083	18.80
			Northborough, Iowa, Corning, Mo. (K. C. St. Jo. and C. P. C.).	28046	27.74
Clarksburgh and Weston, W. Va.	3	26.05	Clarksburgh, Weston, W. Va. (C. W. and Y.).	12006	27.07
Clayton, Del., and Chestertown, Md.	2	32.71	Clayton, Del., Chestertown, Md. (B. and D. B.).	10012	31.11
Clayton, Del., and Easton, Md.	2	44.52	Clayton, Del., Easton, Md. (P. W. and B.).	9503 (part)	44.08
Cleveland and Bellaire, Ohio <sup>14</sup>	5	171.32	Cleveland, Grafton, Ohio (Cleve., Col., Cin. and Ind.).	21042 (part)	( <sup>12</sup> )
			Grafton, Bellaire, Ohio, (Cleve., Lor. and Wheel.).	121041 (part)	144.14
<i>Cleveland and Cincinnati, Ohio.</i>	5	244.66	Cleveland, Cincinnati, Ohio (Cleve., Col., Cin. and Ind.).	21042 (part)	241.92
Cleveland and Coshocton, Ohio.	5	115.54	Cleveland, Canton, Ohio (Cleve. and Can.).	121009 (part)	60.00
			Canton, Coshocton, Ohio (Cleve. and Can.).	21092 (part)	56.05
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	339.32
Cleveland, Hudson, and Columbus, Ohio.	5	171.19	Cleveland, Hudson, Ohio (Penna. Co.).	21006 (part)	( <sup>13</sup> )
			Hudson, Columbus, Ohio (Cleve., Akron and Col.).	21004 (part)	145.41
<i>Cleveland, Ohio, and Indianapolis, Ind.<sup>23</sup></i>	5	283.	Cleveland, Gallon, Ohio (Cleve., Col., Cin. and Ind.).	21042 (part)	( <sup>14</sup> )
			Gallon, Ohio, Indianapolis, Ind. (Cleve., Col., Cin. and Ind.).	21016 (part)	204.60

<sup>1</sup> Day line.

<sup>2</sup> Two clerks run south from Cincinnati, Ohio, to Louisville, Ky., with night line, running north in mail apartment daily, except Sunday, on train 8. Apartment car service on this line on trains 5 and 2 performed as follows: Four clerks (one clerk to crew) run south on train 5 between Cincinnati, Ohio, and Nashville, Tenn. Fourth clerks of Cincinnati and Nashville day line perform service on train 2, assisting local clerk from Nashville, Tenn., to Cincinnati, Ohio. One clerk detailed to clerical duty in office superintendent, Cincinnati, Ohio. One clerk detailed as chief clerk at Louisville, Ky. One clerk detailed as assistant chief clerk at Louisville, Ky. Two clerks detailed to transfer duty at Louisville, Ky. One clerk detailed to transfer duty at Bowling Green, Ky. One clerk detailed to transfer duty at Nashville, Tenn.

<sup>3</sup> In reserve.<sup>4</sup> Night line.

<sup>5</sup> Previous to April 22, 1889, clerks acted as helpers to Cincinnati and St. Louis train 1 between Cincinnati, Ohio, and North Vernon, Ind., on west trips. On east trips performed no service between North Vernon, Ind., and Cincinnati, Ohio, the mail apartment running only between North Vernon, Ind., and Louisville, Ky. On April 22, 1889, clerks commenced running through between Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky., in mail apartment cars, on trains Nos. 15 and 16.

<sup>6</sup> Covered by Cincinnati and St. Louis R. P. O. (72.77 miles).

<sup>7</sup> Thirteen cars on line between Baltimore, Md., and St. Louis, Mo. (See Baltimore and Grafton R. P. O. for full equipment of line in Third Division report.)

<sup>8</sup> Two clerks detailed to duty in office superintendent.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. In.</i>			
23,829	July 1, 1888	124	4 25.20			7	221,628	151.80	4	50 0	9 0	4	4	40
		3 25.38	6 25.02			7	221,628		31	45 0	8 0	41	3	
		5 20.40	2 31.26			7	221,628					4	1	
16,822	July 1, 1884	110.80	4 12.30			7								
		3 10.80	6 12.30			7								
		5 18	2 15.90			7								
18,913	July 1, 1888	127.90	4 31.02			7								
		3 29.82	6 31.50			7								
		5 27.54	2 36.60			7								
19,316	July 1, 1888	15 33.06	16 29.40			6	82,343	131.96	2	14 3	8 10	2	1	2
4,047	July 1, 1888	15 29.94	16 31.92			6								
19,316	July 1, 1888	1 31.98	2 34.20			7	249,324	170.77	(7)	50 0	9 4	4	4	39
		5 30.42	4 28.92			7	249,324					44	5	
1,083	July 1, 1889	73 20.15	145 32.65			6	81,020	129.84	2	14 2	7 0	2	1	2
									1	15 0	7 0			
13,783	July 1, 1889	73 24.13	145 28.37						102	13 0	6 6			
15,018	July 1, 1889	73 27.08	145 32.65											
349	July 1, 1887	89 18.80	90 22.56			6	28,929	92.72	1	11 11	6 9	1	1	1
305	July 1, 1887	34 9.23	53 11.08											
896	July 1, 1889	4 12.10	1 12.71			6	16,253	52.10	1	10 0	6 0	1	1	1
491	July 1, 1889	2 14.22	1 15.09			6	20,411	65.42	1	11 6	7 0	1	1	1
634	July 1, 1889	201 26.12	280 27.79			6	27,780	89.04	1	10 10	6 6	1	1	1
19,359	July 1, 1888	23 22.80	24 23.28			6	105,635	85.66	163	16 0	9 6	4	1	4
1,057	July 1, 1888	23 22.80	24 22.20			6								
19,359	July 1, 1888	3 27.06	12 33.72			7	178,602	122.23	4	0	9 3	4	2	1024
		9 22.80	8 28.20			7	178,602		31	40 0	9 3	41	3	
566	July 1, 1888	1 27.66	6 28.80			6	72,097	115.54	163	20 2	9 0	2	1	2
697	July 1, 1888	1 26.04	6 24.96			6								
781	July 1, 1888	3 24.80	4 24.68			6	212,472	170.25	204	20 0	9 2	4	1	4
11,044	July 1, 1888	2 23.82	3 22.92			6	106,823	114.13	224	15 0	8 6	3	1	3
1,355	July 1, 1888	2 27.72	3 27.96			6								
19,359	July 1, 1888	23 26.58	2 29.88			7	206,590	141.50		40 0	8 11	4	2	8
4,684	July 1, 1888	23 26.64	2 26.64			7								

ent, Cincinnati, Ohio. One clerk detailed to transfer duty at Vincennes, Ind.

<sup>2</sup> Balance of route covered by closed-pouch service between Cincinnati and Cincinnati Junction (2.02 miles). (See Table C.)<sup>10</sup> Covered by St. Albans and Boston R. P. O. (36.28 miles).<sup>11</sup> Reserve cars.<sup>12</sup> Covered by St. Albans and Boston R. P. O. (39.85 miles).<sup>13</sup> 10.62 miles covered by closed-pouch service. (See Table C.)<sup>14</sup> This was formerly the Cleveland and Wheeling R. P. O. On March 21, 1889, run of clerks was extended to end at Bellairs, Ohio, increasing distance 2.36 miles.<sup>15</sup> Covered by Cleveland and Cincinnati R. P. O. (25.29 miles).<sup>16</sup> One car in reserve.<sup>17</sup> Balance of route, Loraine to Grafton, Ohio,

(16.35 miles) covered by closed-pouch service. (See Table C.)

<sup>18</sup> Two clerks act as helpers between Cleveland and Delaware, Ohio, on day line on trips south, and Delaware to Crestline, Ohio, on trips north. (See Cleveland and Indianapolis R. P. O.). One clerk detailed to clerical duty in office superintendent, Cincinnati, Ohio; 1 clerk detailed as chief clerk at Columbus, Ohio.<sup>19</sup> Balance of route shown on Canton and Sherodsville R. P. O.; distance 50.82 miles.<sup>20</sup> Two cars held in reserve.<sup>21</sup> Covered by Cleveland and Pittsburgh R. P. O. (25.80 miles).<sup>22</sup> Two cars in reserve.<sup>23</sup> Cleveland and Cincinnati R. P. O.; helpers assist in car of this R. P. O. on north trips between Crestline and Cleveland, Ohio.<sup>24</sup> Covered by Cleveland and Cincinnati R. P. O. (79.74 miles).

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Cleveland and New Lisbon, Ohio.	5	91.76	Cleveland, Niles, Ohio (N. Y., Lake Erie and West.). Niles, New Lisbon, Ohio (N. Y., Lake Erie and West.).	21005 (part) 21037	(1) 34.01
Cleveland, Ohio, and Pittsburgh, Pa.	5	149.30	Cleveland, Wellsville, Ohio (Penna. Co.) .. Wellsville, Ohio, Pittsburgh, Pa. (Penna. Co.).	21006 21003 (part)	101.35 48.20
Cleveland, Tenn., and Selma, Ala.	4	263.92	Cleveland, Tenn., Selma, Ala. (E. Tenn., Va. and Ga. R. R.).	17010	263.92
<i>Cleveland and Toledo, Ohio</i> .....	9	113.37	Cleveland, Toledo, Ohio (L. S. and M. S.) ..	21095 (part)	(7)
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa.	5	136.76	Elyria, Millbury, Ohio (L. S. and M. S.).... Cleveland, Youngstown, Ohio (N. Y., Lake Erie and West.). Youngstown, Ohio, Pittsburgh, Pa. (Pitts. and Lake Erie).	21007 121005 (part) 8123	(7) 66.46 65.83
Cleveland and Zoar Station, Ohio.	5	76.39	Cleveland, Zoar Station, Ohio (Valley)....	21073	75.97
Clinton and Anamosa, Iowa ...	6	71.80	Clinton, Anamosa, Iowa (Chi. and No. West.).	27024	72.07
Clinton and Iowa City, Iowa...	6	78.41	Clinton, Elmira (n. o.), Iowa (Bur., C. Rap. and North.). Elmira, Iowa City, Iowa (Bur., C. Rap. and North.).	27072 127048 (part)	69.53 8.90
Colmesneil and Trinity, Tex. ...	11	66.81	Colmesneil, Trinity, Tex. (M., K. and T.)..	31046	66.81
Colorado Springs and Leadville, Colo.	7	135.84	Colorado Springs, Leadville, Colo. (Colo. Mid.).	138034 (part)	135.50
Columbia and Charleston, S. C.	4	132.77	Columbia, Charleston, S. C. (S. C. R. R.) ...	14003	131.04
Columbia and Fayetteville, Tenn. <sup>10</sup>	5	48.96	Columbia, Fayetteville, Tenn. (Nash., Chatt. and St. L.).	19015	.....
Columbia, Pa., and Perryville, Md.	2	43.88	Columbia, Pa., Port Deposit, Md. (Penna.)... Port Deposit, Perryville, Md. (Penna.)....	8124 16023	39.62 4.49
Columbia, Sumter, and Charleston, S. C.	4	138	Columbia, Sumter, S. C. (W. C. and A. R. R.) ..	14002 (part)	(21)
Columbus and Albion, Nebr. ...	6	43.45	Sumter, Lanea, S. C. (Cent. of S. C. R. R.) .. Lanea, Charleston, S. C. (N. E. R. R. of S. C.) Columbus, Oconee, Nebr. (Om., Niobr. and B. Hills). Oconee, Albion, Nebr. (Om., Niobr. and B. Hills).	14018 14003 (part) 24012 (part) 24017	40.69 (2) (2) 34.17
Columbus, Ohio, and Ashland, Ky.	5	133.25	Columbus, Coal Grove, Ohio (Scioto Valley).	21051	132.45
Columbus, Nebr., and Atchison, Kans.	6	220.50	Columbus, Nebr., Atchison, Kans. (B. and M. K. in Nebr.).	33012	220.48
Columbus and Athens, Ohio ...	5	77.56	Columbus, Athens, Ohio (Col., Hock. Val. and Tol.).	21036	77.90
Columbus, Ohio, and Charleston, W. Va.	5	108.03	Columbus, Corning, Ohio (Tol. and Ohio Cen.). Corning, Gallipolis, Ohio (Kanawha and Ohio). Point Pleasant Junction (n. o.), Ohio, Charleston, W. Va. (Kanawha and Ohio).	21068 21088 12010	66.27 74.69 59.70

<sup>1</sup> Covered by Cleveland, Youngstown and Pittsburgh R. P. O., 57.50 miles.<sup>2</sup> These clerks act as helpers to Cleveland, Youngstown and Pittsburgh R. P. O., on trains 72 and 63, between Cleveland and Niles, Ohio, daily except Sunday.<sup>3</sup> Three helpers on trains 37 and 42, running over whole line.<sup>4</sup> One car in reserve.<sup>5</sup> Balance of route covered by Wellsville and Bellairs R. P. O. (46.59 miles).<sup>6</sup> One reserve car.<sup>7</sup> Shown in report of New York and Chicago R. P. O.<sup>8</sup> This R. P. O. runs on train 21 from Cleveland to Elyria, Ohio, thence over route 23007 on train 29 to Toledo, Ohio, daily except Sunday.<sup>9</sup> This car used as an apartment car.<sup>10</sup> Clerks appointed to the New York and Chicago R. P. O.<sup>11</sup> Balance of line covered by lines of the Second Division (22.08 miles). Clerks of Cleveland and New Lisbon R. P. O. act as helpers to this R. P. O. on trains Nos. 72 and 63, between Cleveland and Niles, Ohio, daily except Sunday; distance, 57.50 miles.<sup>12</sup> Clerks make two round trips daily.<sup>13</sup> Balance of route (11.90 miles) covered by Cedar



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- 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.	Avg. speed (miles).	Train No. inward.	Avg. speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
5,440	July 1, 1889	72	23.76	63	22.26	6	57,258	91.76	1	6 6	9 0	2	1	2
409	July 1, 1888	72	22.62	63	20.40	6								
11,944	July 1, 1888	36	21.42	35	22.14	6	93,163	99.53	2	20 2	9 0	9	1	12
		38	25.34	37	25.86	6	93,163		45	19 9	9 0			
5,936	July 1, 1888	42	21.42	41	22.14	7	108,989							
		36	25.20	35	23.10	6								
		38	25.20	37	25.20	6								
1,002	July 1, 1888	42	25.20	41	27.60	7								
		3	25.6	4	26.8	7	192,661	131.96	63	22 6	9 4	4	1	4
98,761	July 1, 1888	*21 & 29	24.41	24	27.80	6	69,005	110.58	91	45 0	9 0	4	1	(10)
17,168	July 1, 1888	25	30.18	22	25.89	6	67,267	107.80	1	20 0	9 0			
5,440	July 1, 1889	72	29.40	65	27.60	127	99,835	109.41	45	18 2	9 2	5	1	5
		64	25.68	63	22.74	7	99,835							
5,744	July 1, 1889	72	32.04	65	31.80	7								
		64	28.20	63	28.20	7								
800	July 1, 1888	1	25.46	10	25.46	6	47,667	76.39	42	19 6	9 0	2	1	2
445	July 1, 1887	41	24	42	24	6	44,803	71.80	42	12 2	7 5	2	1	2
223	July 1, 1887	41	13.80	40	13.80	6	48,928	156.82	1	13 8	9 1	1	1	1
928	July 1, 1887	41	26.70	40	15.26									
164	July 1, 1886	28	13.24	27	13.24	7	48,771	133.62	1	13 1	7 1	1	1	1
671	July 1, 1889	1	21	2	20.74	7	90,163	135.84	3	20 4	9 3	2	1	2
									182	20 4	9 3			
2,182	July 1, 1888	52	32.5	53	35.5	7	147,314	132.77	(16)			3	1	4
		50	30.6	51	26.5	7	138.06							(18)
190	July 1, 1888					6	15,863							
164	July 1, 1889	20	18.71	23	20.67	6	27,381	87.76	1	8 4	6 6	1	1	1
332	July 1, 1889	20	20.71	23	19.24	6			(20)			(20)		
8,664	July 1, 1888	53	35.6	52	34.7	7	99,280	136	1	27 6	8 0	2	1	2
465	July 1, 1888	53	37.1	52	32	7								
12,823	July 1, 1888	53	32.4	52	32.4	7								
460	July 1, 1886	69	27.30	70	27.30	6	27,113	86.90	1	13 1	6 8	1	1	
422	July 1, 1886	69	24.09	70	25.57									
2,406	July 1, 1888	4	24.24	5	25.80	240	83,148	133.25	45	15 0	8 11	4	1	4
		6	27.60	3	24.24	6	83,148							
1,641	Jan. 15, 1885	72	22.96	71	22.96	6	137,592	110.25	2	19 10	8 8	4	1	4
1,469	July 1, 1888	6	23.94	3	22.26	240	48,397	103.41	34	15 9	9 4	3	1	3
		4	23.34	1	23.94	6	48,397							
1,919	July 1, 1888	10	22.09	9	22.09	6	123,571	132.02	43	18 8	8 8	3	1	3
371	July 1, 1888	10	19.92	9	21.48	6								
566	July 1, 1889	10	21.66	9	21.66	6								

Falls and Burlington, Iowa, short run. (See Albert Lea, Minn., and Burlington, Iowa, R. P. O.).

<sup>14</sup> 20.56 miles of route 88034, between Leadville and Aspen, Colo., supplied by closed pouches. (See Table C.)

<sup>15</sup> In reserve.

<sup>16</sup> See Charleston and Augusta R. P. O.

<sup>17</sup> Short run on trains 50 and 51, Columbia to Branchville.

<sup>18</sup> One transfer clerk, Columbia, S. C.

<sup>19</sup> January 7, 1889, run of Dechard and Fayette-

ville R. P. O. was extended to Columbia, Tenn., thus taking up and discontinuing this R. P. O. (See Dechard and Columbia R. P. O.).

<sup>20</sup> Cars and clerk shown on route 8124.

<sup>21</sup> Covered by Florida and Augusta R. P. O.

<sup>22</sup> Covered by Wilmington and Jackson R. P. O.

<sup>23</sup> Distance (8.10 miles) covered by Norfolk and Columbia, Nebr., R. P. O.

<sup>24</sup> Clerks make two round trips daily, except Sunday.

<sup>25</sup> Two cars in reserve.

TABLE A<sup>c</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Columbus and Cincinnati, Ohio.	5	121.18	Columbus, Cincinnati, Ohio (Pitts., Cin. and St. L.).	21014	( <sup>1</sup> )
Columbus, Midland City, and Cincinnati, Ohio.	5	117.85	Columbus, Midland City, Ohio (Col. and Cin. Mid.).	21094	72.22
Commerce and Ft. Worth, Tex.	11	98.31	Midland City, Cincinnati, Ohio, (Cin. Wash. and Balt.).	21028	( <sup>9</sup> )
Concordia and Junction City, Kans.	7	70.77	Commerce, Ft. Worth, Tex. (St. L., Ark. and Tex.).	31067	(part)
Conroe and Somerville, Tex. . . .	11	70.93	Concordia, Junction City, Kans. (U. P.).	28015	98.31
Corbin and Pineville, Ky. . . . .	5	31.11	Conroe, Navasota, Tex. (G., C. and S. F.).	31024	70.77
Corpus Christi and Laredo, Tex.	11	161.60	Navasota, Summerville, Tex. (G., C. and S. F.).	31050	43.95
Corsicana and Hillsboro, Tex. . .	11	42	Corbin, Pineville, Ky. (Louis. and Nash.).	31016	27.29
Council Bluffs, Iowa, and Kansas City, Mo. <sup>a</sup>	7	106.52	Corpus Christi, Laredo, Tex. (Mex. Nat.).	31064	42
			Corsicana, Hillsboro, Tex. (St. L., Ark. and Tex.).	28006	197.62
Council Bluffs, Iowa, and Moberly, Mo.	7	263.58	Union Pacific Transfer (n.o.), Iowa, Kansas City, Mo., (K. C., St. Jo and C. B.).	28061	144.61
			Council Bluffs, Iowa, Pattonsburgh, Mo. (O. and St. L.).	28013	79.99
Cranberry, N. C., and Johnson City, Tenn.	3	34.11	Pattonsburgh, Brunswick, Mo. (Wab. West.).	28004	( <sup>15</sup> )
Creighton and Norfolk, Nebr. . .	6	44.05	Brunswick, Moberly, Mo. (Wab. West.).	19018	(part)
Crestline, Ohio, and Chicago, Ill.	5	280.14	Cranberry, N. C., Johnson City, Tenn. (E. T. and W. N. C.).	124018	34.19
Creston and Cumberland, Iowa.	6	47.29	Creighton, Norfolk Junction (n.o.), Nebr. (Fre., Elk. and Mo. Vall.).	21002	42.53
Creston, Iowa, and St. Joseph, Mo.	7	103.88	Crestline, Ohio, Chicago, Ill. (Pitts., Ft. Way. and Chic.).	27041	( <sup>14</sup> )
Cuba and Salem, Mo. . . . .	7	40.96	Creston, Cumberland, Iowa (Chi., Bur. and Qcy.).	27007	(part)
Cumberland, Md., and Davis, W. Va.	3	85.10	Creston, Iowa, Hopkins, Mo. (C. B. and O.).	28028	47.29
Cumberland, Md., and Piedmont, W. Va.	3	33.73	Hopkins, St. Joseph, Mo. (K. C., St. Jo. and C. B.).	12009	44.27
Cumberland, Md., and Pittsburgh, Pa.	3	150.73	Cuba Junction (n.o.), Salem, Mo. (St. L. and S. F.).	10011	59.80
Curwensville and Tyrone, Pa. . .	2	47.45	Cumberland, Md., Piedmont, W. Va. (W. Va. Central).	12007	40.41
Dallas and Kemp, Tex. . . . .	11	49.38	Piedmont, Shaw, W. Va. (W. Va. Central).	12009	23.87
Danbury and South Norwalk, Conn.	1	23.61	Shaw, Davis, W. Va. (W. Va. Central).	10011	9.14
Danville and Buffalo, N. Y. . . .	2	95.98	Cumberland, Md., Piedmont, W. Va. (Cumb. and Pa.).	8003	45.82
			Cumberland, Md., Pittsburgh, Pa. (Balto. and Ohio).	8035	38.74
			Curwensville, Tyrone, Pa. (Penn'a.).	31031	149.58
			Dallas, Kemp, Tex. (Texas Trunk).	5013	47.45
			Danbury, South Norwalk, Conn. (Hous. Dan. and Nor. Div.).	6006	49.38
			Danville, Attica, N. Y. (N. Y., L. E. and W.).	6008	23.60
			Attica, Buffalo, N. Y. (N. Y., L. E. and W.).	(part)	65.18

<sup>1</sup> Covered by Pittsburg and Cincinnati R. P. O. (120.29 miles).<sup>2</sup> One car in reserve.<sup>3</sup> Clerks on this line are appointed to the Pittsburg and Cincinnati R. P. O., and are shown with that line.<sup>4</sup> Clerks make two round trips daily, except Sunday.<sup>5</sup> In reserve.<sup>6</sup> Covered by Grafton and Cincinnati R. P. O. (44.80 miles).<sup>7</sup> R. P. O. service established on this route August 24, 1888. Previous to that date closed-pouch service. (See Table C<sup>c</sup>.)<sup>8</sup> Double daily service; full postal-car service on trains 2 and 1, and mail-apartment service on trains 4 and 3.<sup>9</sup> Clerks do not run over branch of route 28006, Winthrop Junction to East Atchison, Mo., (1.10 miles).<sup>10</sup> Kansas City, Mo., and Oxford, Nebr., R. P. O. runs over this route, Kansas City to St. Joseph, Mo. (See Kansas City, Mo., and Oxford, Nebr., R. P. O.)

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week. <sup>1</sup>	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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lbs.										<i>Ft. In.</i>	<i>Ft. In.</i>			
26,660	July 1, 1880	127.78	1230.07	6	75,585	121.13	<sup>2</sup> 18 0	9 0	2	1	( <sup>9</sup> )			
1,036	July 1, 1888	103 28.92	104 28.92	6	73,538	157.13	2 18 6	8 6	3	1	3			
27,445	July 1, 1888	101 33.30	108 33.30	46	73,538	.....	<sup>51</sup> 21 0	8 10						
229	July 1, 1889	103 29.82	104 28.32	6										
		101 29.82	108 29.82	6										
		89 8.20	88 8.31	7	71,760	98.31	3 23 6	8 0	2	1	2			
1,156	July 1, 1886	252 26.54	251 26.54	7	51,662	141.54	1 17 3	7 6	1	1	1			
107	July 1, 1886	32 0 26	33 7.65	7	51,778	70.93	2 11 3	6 10	2	1	2			
110	July 1, 1886	32 8.68	33 9.72											
284	July 1, 1889	83 15.71	80 15.71	6	16,551	62.22	1 11 0	7 3	1	1	1			
383	July 1, 1886	2 13.66	1 12.95	7	117,968	107.73	2 12 0	6 0	3	1	3			
300	July 1, 1889	91 10.40	92 10.60	7	30,660	84	1 23 6	8 0	1	1	1			
10,352	July 1, 1887	2 26.26	1 27.10	7	143,460	131.01	1 44 2	9 2	3	2	<sup>115</sup>			
		4 22.67	3 22.25	7	143,460	131.01	1 40 1	8 1	3	2				
							<sup>51</sup> 44 3	9 2						
							2 22 0	9 1						
							<sup>51</sup> 22 0	9 1						
1,330	July 1, 1887	8 24.10	7 22.53	7	192,377	131.76	1 25 8	9 3	4	1	4			
2,012	July 1, 1887	8 30	7 23.09	7	.....	.....	1 18 9	9 2						
							1 21 8	9 3						
9,016	July 1, 1887	8 31	7 31	7	.....	.....	<sup>51</sup> 19 6	9 2						
							<sup>51</sup> 9 0	9 3						
183	July 1, 1888	2 11.54	1 8.25	6	21,285	68.22	1 10 8	5 6	1	1	1			
300	July 1, 1889	82 15	81 14.16	6	27,487	88.10	1 10 0	7 0	1	1	1			
27,731	July 1, 1888	1 27.54	20 27.30	6	174,807	140.07	<sup>23</sup> 24 0	9 0	4	2	( <sup>16</sup> )			
334	July 1, 1887	73 9.94	74 11.80	6	29,509	9458	1 15 2	8 10	1	1	1			
334	July 1, 1887	63 30.29	64 30.29	6			<sup>161</sup> 11 3	8 10						
2,370	July 1, 1887	12 28.48	11 27.19	6	64,821	103.88	1 22 0	9 1	2	1	<sup>173</sup>			
183	July 1, 1888	51 16.72	52 16.16	6	25,559	81.92	1 7 0	5 0	1	1	1			
437	July 1, 1889	1 22	4 22.01	6	53,102	170.20	1 8 6	7 0	1	1	1			
464	July 1, 1889	1 17.29	4 20.90											
380	July 1, 1889	1 19.80	4 19.72											
730	July 1, 1889	2 17.41	1 18.20	6	42,095	134.92	1 10 4	8 0	1	1	1			
		4 17.20	3 17.41	6	.....	.....	1 10 0	8 9						
6,197	July 1, 1889	5 28.57	6 25.71	6	94,056	100.48	2 18 2	8 10	3	1	<sup>187</sup>			
		9 29.03	10 25	7	110,033	100.48	( <sup>19</sup> )	.....	3	1				
1,156	July 1, 1889	1 20.03	2 18.36	6	29,608	91.90	1 14 1	8 1	1	1	1			
735	July 1, 1885	2 14	1 13	6	30,813	98.76	1 18 0	9 0	1	1	1			
1,443	July 1, 1889	5 22.60	12 22.09	6	14,732	94.44	1 11 2	6 0	1	1	1			
		13 23.56	24 21.42	6	14,732		<sup>201</sup> 10 5	5 9						
2,114	July 1, 1889	117 26.07	118 23.41	6	59,892	136.14	1 19 6	9 0	<sup>211</sup>	1	1			
5,787	July 1, 1885	117 23.94	118 23.94	6			( <sup>22</sup> )	.....	( <sup>23</sup> )	.....	.....			

<sup>12</sup> 2 helpers; one on each line between Kansas City and St. Joseph, Mo. (67 miles), and one clerk assigned to duty as chief clerk at St. Joseph, Mo.

<sup>13</sup> 38.90 miles distance on route 28004 covered by St. Louis, Moberly and Kansas City, Mo., R. P. O.

<sup>14</sup> Balance of route Verdigris to Creighton, Nebr. (11.38 miles), covered by closed pouches. (See Table C.)

<sup>15</sup> Covered by Pittsburgh and Chicago R. P. O. (279.50 miles.)

<sup>16</sup> Clerks are appointed to Pittsburgh and Chicago R. P. O., and are shown with that line.

<sup>18</sup> Reserve.

<sup>17</sup> 1 helper out of St. Joseph, Mo.; runs through four days in each week.

<sup>18</sup> 1 helper on trains 5 and 6 between Pittsburgh and Connellsville, (57.80 miles.)

<sup>19</sup> See Sandusky and Wheeling R. P. O.

<sup>20</sup> Reserve car.

<sup>21</sup> Clerk alternates with Rochester and Olean R. P. O.

<sup>22</sup> 31.13 miles covered by Hornellsville and Buffalo R. P. O.

<sup>23</sup> Car and clerk shown on route 6006.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, and north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Danville and Cairo, Ill. ....	6	239.03	Danville, Cairo, Ill. (Cairo, Vinc. and Chi.).	23030	261.05
Danville and Stuart, Va. ....	3	76.16	Danville, Stuart, Va. (Dan. and New River).	11028	76.52
Danville and Tuscola, Ill. ....	6	50.49	Danville, Tuscola, Ill. (Chi. and East Ill.).	23044	50.49
Davenport, Iowa, and Atchison, Kans.	6	337.35	Davenport, Iowa, Altamont, Mo. (Chi., R. Is'd and Pac.).	27017 (part)	269.55
			Altamont, Rushville, Mo. (Chi., R. Is'd and Pac.).	28057	65.68
			Rushville, Mo., Atchison, Kans. (Chi., R. Is'd and Pac.).	28032 (part)	( <sup>5</sup> )
Dayton and Ironton, Ohio. ....	5	168.36	Dayton, Ironton, Ohio (Day., Ft. Way. and Chic.).	21054	169.65
Decherd and Columbia, Tenn. <sup>6</sup>	5	88.92	Decherd, Fayetteville, Tenn. (Nash., Chatt. and St. L.).	19005	40.41
			Fayetteville, Columbia, Tenn. (Nash., Chatt. and St. L.).	19015	48.87
Decorah and Cedar Rapids, Iowa.	6	122.06	Decorah, Cedar Rapids, Iowa (Bur., C. Rap. and North.).	27002	122.21
Delaware and Columbus, Ohio.	5	25.69	Delaware, Columbus, Ohio (Cleve., Col. Cin. and Ind.).	21013	25.48
Delphos and Dayton, Ohio. ....	5	96.36	Delphos, Dayton, Ohio (Day., Ft. Way. and Chic.).	21039	95.43
Denison and Houston, Tex. ....	11	337.09	Denison, Houston, Tex. (H. and T. C.)...	31003	337.09
Denison and Mineola, Tex. <sup>9</sup> ....	11	103.19	Denison, Mineola, Tex. (M., K. and T.)...	31017	103.19
Denison and Taylor, Tex. <sup>10</sup> ....	11	1258.50	Denison, Whitesborough, Tex. (M., K. and T.).	31022	25.48
			Whitesborough, Taylor, Tex. (M. K. and T.).	31028	234.05
Denver and Aspen, Colo. <sup>12</sup> ....	7	408.49	Denver, Pueblo, Colo. (D. and R. G.) <sup>13</sup> ....	1438001 (part)	120.14
			Pueblo, Leadville, Colo. (D. and R. G.)....	1438019	161.76
			Leadville, Aspen, Colo. (D. and R. G.).	38018	137.82
Delta, Pa., and Baltimore, Md.	3	47.83	Delta, Pa., Baltimore, Md. (Md. Central)..	10024	45.58
Denver, Colo., and Fort Worth, Tex. <sup>15</sup>	11	804	Denver, Pueblo, Colo. (D., T. and Ft. W.)...	38023	126.48
			Pueblo, Colo., Texline, Tex. (D., T. and F. W.).	31065	228.51
			Texline, Fort Worth, Tex. (F. W. and D. C.).	31037	453.12
Denver and Georgetown, Colo.	7	51.10	Denver, Argo, Colo. (Colo. Cent.) .....	38003 (part)	( <sup>16</sup> )
			Argo, Georgetown, Colo. (Colo. Cent.)....	1938020 (part.)	47.50
Denver and Leadville, Colo. ....	7	150.74	Denver, Leadville, Colo. (D., S. P. and P.).	38005	150.74

<sup>1</sup> One clerk detailed to transfer duty at Danville, Ill.<sup>2</sup> Reserve.<sup>3</sup> Balance of route (69.22 miles) covered by Trenton, Mo., and Leavenworth, Kans., R. P. O.<sup>4</sup> Whole cars.<sup>5</sup> Distance (5 miles) covered by Atchison Jct. Mo., and Atchison, Kans., R. P. O.<sup>6</sup> This line was formerly the Columbia and Fayetteville and Decherd and Fayetteville R. P. O.'s. January 7, 1880, run of clerks on Decherd and Fayetteville R. P. O. was extended

to Columbia, Tenn., thereby taking up and discontinuing the Columbia and Fayetteville R. P. O.

<sup>7</sup> One car in reserve.<sup>8</sup> One clerk detailed transfer clerk, Houston, Tex.<sup>9</sup> Service curtailed to end at Mineola, Tex., March 8, 1889 (44.40 miles).<sup>10</sup> 85.84 miles, balance of route 31022, covered by Henrietta and Dallas, Tex., R. P. O. Henrietta and Dallas, Tex., R. P. O. also runs over 35.70 miles of route 31028 between Whitesborough and Denton, Tex.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- 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.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
613	July 1, 1887	122.21	224.98	6	161,635	129.51	2	25 0	9 1	4	1	15		
360	July 1, 1889	212.41	113.39	6	47,524	152.32	1	18 0	7 8	1	1	1		
236	July 1, 1888	73.20	70.18.18	6	31,500	100.98	1	11 10	6 9	1	1	1		
3,017	July 1, 1887	15.25	16.22.42	7	246,265	168.67	4	41 4	9 4	4	2	8		
1,655	July 1, 1887	15.21.87	16.21.87				4	39 4	9 4					
693	July 1, 1887	15.20	16.20.00											
865	July 1, 1888	120.64	2.21.05	6	105,057	112.24	2	12 0	5 9	3	1	8		
374	July 1, 1888	141.18.66	142.20.20	6	39,727	88.92	73	10 6	6 9	2	1	2		
190	July 1, 1888	141.12.22	142.11.28	6										
*614	July 1, 1887	52.23.24	51.22.87	6	76,165	122.06	2	13 8	9 1	2	1	2		
5,662	July 1, 1888	330.72	2.27.06	6	16,031	51.38	1	10 2	8 4	1	1	1		
293	July 1, 1888	21.18.54	20.18.06	6	60,129	96.36	2	15 0	8 0	2	1	2		
4,393	July 1, 1886	2.27.22	1.24.14	7	246,075	134.83	4	22 0	9 0	5	2	11		
715	July 1, 1886	11.20.48	12.21.20	7	75,534	103.19	1	20 5	7 5	2	1	2		
3,852	July 1, 1886	3.24.00	4.24.51	7	188,705	120.25	2	21 9	9 3	4	2	8		
4,003	July 1, 1886	3.23.16	4.20.65				1	22 0	9 3					
2,075	July 1, 1886	3.24.03	4.24.03	7	298,198	163.40	1	19 8	7 5	5	1	6		
2,714	July 1, 1886	3.24.03	4.24.03	7	298,198	163.40	2	13 8½	7 5					
1,097	July 1, 1886	203.18.37	204.18.37	7			143	18 5	7 5					
458	July 1, 1889	5.18.62	4.17.41	6	29,846	95.66	1	8 0	5 8	1	1	2		
389	July 1, 1886	17.15.88	14.18	6	29,846		1	8 9	5 8	1	1			
		1.24.11	2.24.92	7	643,860	160.80	4	21 4	7 2	10	1	11		
		1.24.83	2.24.40				24	50 0	9 1					
							22	16 11	7 3					
944	July 1, 1886	1.24.98	2.23.17				22	19 0	9 5					
1,496	July 1, 1886	381.19.20	382.25	7	37,303	102.20	1	14 11	7 6	1	1	1		
842	July 1, 1886	381.14.25	382.14.61	7			151	14 0	7 6					
1,070	July 1, 1886	401.15.07	402.15.46	7	110,040	100.49	1	16 1	7 5	3	1	24		
							1	10 3	7 5					
							72	15 3	7 7					

<sup>11</sup> See Taylor and San Antonio.<sup>12</sup> Reported last year as Denver, Pueblo and Leadville and Leadville and Aspen, Colo., R. P. O.'s.<sup>13</sup> 49.70 miles of route 38001, between Pueblo and Cucharas, Colo., covered by Pueblo and Silverton, Colo., R. P. O., and 37.10 miles between Cucharas and El Moro, Colo., covered by closed-pouch service. (See Table C.)<sup>14</sup> Denver, Colo., and Ogden, Utah, R. P. O. also runs over route 38001 between Denver and Pueblo, Colo. (120.14 miles), and over route 38019 between Pueblo and Salda, Colo. (96.90 miles).<sup>15</sup> In reserve.<sup>16</sup> R. P. clerks extend run to end at Fort Worth, Tex., July 6, 1888; increase in distance, 678 miles. This extension takes up and discontinues the Clarendon and Fort Worth, Tex., R. P. O.<sup>17</sup> One helper runs daily to Bellevue, Tex., 78 miles.<sup>18</sup> 3.20 miles distance route 38003 covered by Greeley and Denver, Colo., R. P. O.<sup>19</sup> 4.46 miles of route 38220, between Georgetown and Silver Plume, Colo., covered by closed-pouch service. (See Table C.)<sup>20</sup> One clerk detailed to transfer service, Denver, Colo.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Denver, Colo., and Ogden, Utah.	7	<i>Miles.</i> 772.56	Denver, Pueblo, Colo. (D. and R. G.)..... Pueblo, Salida, Colo. (D. and R. G.)..... Salida, State Line (n. o.), Colo. (D. and R. G.). State Line (n. o.), Colo., Ogden, Utah (D. and R. G.).	38001 (part) 38019 (part) 38012	(1) (2) 244.51 313.82
Des Moines and Albia, Iowa...	6	68.46	Des Moines, Albia, Iowa (Chi., Bur. and Qcy.).	27033	68.81
Des Moines, Iowa, and Cainesville, Mo.	6	112.13	Des Moines, Iowa, Cainesville, Mo. (D. M., Osc. and South.).	27084	112.13
Des Moines and Keokuk, Iowa.	6	163.08	Des Moines, Keokuk, Iowa (Chi., R. Isl'd and Pac.).	27019	163.04
Des Moines, Iowa, and Moberly, Mo.	6	212.52	Des Moines, Harvey, Iowa (Wabash Western). Harvey, Evans, Iowa (Wabash Western)... Evans, Ottumwa, Iowa (Wabash Western) Ottumwa, Iowa, Moberly, Mo. (Wabash Western).	27060 27106 27105 28007	43.52 16.48 28.01 131.54
Des Moines, Iowa, Savannah and St. Joseph, Mo.	6	161.34	Des Moines, Iowa, St. Joseph, Mo. (Chi., St. P. and K. City).	27103	161.34
Des Moines, Iowa, and St. Joseph, Mo.	6	200.06	Des Moines, Avon, Iowa (Chi., Bur. and Qcy.). Avon, Indianola, Iowa (Chi., Bur. and Qcy.). Indianola, Chariton, Iowa (Chi., Bur. and Qcy.). Chariton, Bethany Junction, Iowa (Chi., Bur. and Qcy.). Bethany Junction, Iowa, Albany, Mo. (Chi., Bur. and Qcy.). Albany, St. Joseph, Mo. (Chi., Bur. and Qcy.).	27033 (part) 27092 27042 27006 (part) 27061 28037	(3) 14.47 34.65 49.68 44.12 49.63
Des Moines and Sioux City, Iowa.	6	238.64	Des Moines, Jewell, Iowa (Chi. and No. West.). Jewell, Carnarvon, Iowa (Chi. and No. West.). Carnarvon, Onawa, Iowa (Chi. and No. West.). Onawa, Sioux City, Iowa (S. City and Pac.).	27030 27066 27038 (part) 27029 (part)	60.02 73.50 64.57 (14)
Des Moines and Winterset, Iowa.	6	42.90	Des Moines, Somerset Junction, Iowa (Chi., R. Isl'd and Pac.). Somerset Junction, Indianola, Iowa (Chi., R. Isl'd and Pac.).	27015 (part) 27076	16.07 27.70
<i>Detroit, Mich., and Chicago, Ill.</i> <sup>1</sup>	9	286.69	Detroit, Jackson, Mich. (Mich. Cent.) .... Jackson, Mich., Chicago, Ill. (Mich. Cent.).	24006 24080	76.06 210.16
Detroit and Grand Haven, Mich.	9	183.94	Detroit, Grand Haven, Mich. (D., G. H. and M.).	24027	188.44
Detroit and Grand Rapids, Mich. <sup>2</sup>	9	170.65	Detroit, Jackson, Mich. (Mich. Cent.) .... Jackson, Grand Rapids, Mich.....	24006 24010	(25) 94.62

<sup>1</sup> 120.14 miles distance on route 38001, between Denver and Pueblo, Colo., covered by Denver and Aspen, Colo., R. P. O.

<sup>2</sup> Clerks act as helpers between Denver and Pueblo, Colo., and return, alternately.

<sup>3</sup> 98.90 miles distance on route 38019, covered by Denver and Aspen, Colo., R. P. O.

<sup>4</sup> In reserve.

<sup>5</sup> Short run, Des Moines to Osceola, Iowa (58.35 miles.)

Through run.

<sup>6</sup> Reserve.

<sup>7</sup> Short run, Ottumwa, Iowa, to Moberly, Mo. (131.54 miles).

<sup>8</sup> Distance (7.50 miles) covered by Des Moines and Albia, Iowa, R. P. O.

<sup>9</sup> One helper between Bethany Junction, Iowa, and St. Joseph, Mo., (93 miles.)

<sup>10</sup> Balance of route (44.23 miles) covered by Bethany Junction (n. o.), Iowa, and Grant City, Mo., R. P. O.

<sup>11</sup> One clerk detailed as assistant to chief clerk at Des Moines, Iowa.

<sup>12</sup> Balance of route (16.70 miles) covered by Carroll and Merville, Iowa, R. P. O.

<sup>13</sup> Distance (37.20 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

<sup>14</sup> Balance of route, Somerset Junction to Indian-

in the United States on June 30, 1889—Continued.

Average weight of mail for whole distance per day.	Date of last re-adjust- 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.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.				
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>				
2,975	July 1, 1886	1	25.75	2	25.29	7	563,969	171.68	1	15 1 $\frac{1}{2}$	7 6	9	1	<sup>90</sup>	
2,714	July 1, 1886	1	26.42	2	26.42	7	-----	-----	4	16 0	7 6				
1,558	July 1, 1886	1	22.92	2	21.73	7			<sup>43</sup>	16 0	7 5				
1,107	July 1, 1886	7	21.90	8	21.15	7					8 11				
1,908	July 1, 1887	32	26.63	31	35.02	7	49,976	68.46	1	27 3 $\frac{1}{2}$	8 9 $\frac{1}{2}$	2	1	2	
171	July 1, 1887	1	14.46	2	14.46	<sup>86</sup>	36,410	116.70	1	7 5	5 2	1	1	2	
		3	10.89	4	11.50	<sup>63</sup>	34,984	112.13	1	5 9	5 6	1	1		
1,152	July 1, 1887	52	21.03	53	21.49	6	101,762	108.72	<sup>71</sup>	6 5	5 5				
485	July 1, 1887	8	23.73	7	21.75	7	155,139	141.68	<sup>71</sup>	16 6	9 0	3	1	3	
									2	13 2	9 4				
										19 0	9 2 $\frac{1}{2}$	<sup>63</sup>	1	5	
			8	21.99	7	24.31									
			8	21.99	7	24.31									
			8	25.29	7	25.87									
477	July 1, 1889	2	23.91	3	23.55	6	82,081	131.54	1	19 0	9 2 $\frac{1}{2}$	<sup>82</sup>	1		
			2	26.83	1	27.21	7	117,778	107.56	1	15 7	7 1	3	1	3
1,968	July 1, 1887	41	22.50	42	22.50	6	124,837	100.03	1	13 5	7 7				
1,950	July 1, 1887	41	24.80	42	28.94				2	22 7	8 9 $\frac{1}{2}$	4	1	<sup>105</sup>	
1,997	July 1, 1887	41	22.07	42	22.07										
991	July 1, 1887	41	25.50	42	22.61										
1,017	July 1, 1887	41	26	42	24.82										
1,110	July 1, 1887	41	25.18	42	28										
2,398	July 1, 1887	54	21.82	57	21.18	6	148,911	119.32	2	24 0	9 2	4	1	<sup>125</sup>	
934	July 1, 1887	13	26.73	12	28.58										
1,163	July 1, 1887	13	25.83	12	22.79										
7,209	July 1, 1887	9	29.76	10	29.76										
643	July 1, 1887	33	19.28	34	24.10	6	26,776	85.80	1	9 0	7 0	1	1	1	
599	July 1, 1887	33	22.16	34	20.78				<sup>71</sup>	22 6	9 4				
22,134	July 1, 1889	3	37.85	4	27.52	6	178,805	122.53	3	15 0	10 0	4	3	<sup>1741</sup>	
			9	29.49	16	28.39	7	209,281	143.34	3	0	10 0	4	5	
			3	32.11	4	28.20	6	<sup>(18)</sup>							
3,938	July 1, 1884	9	30.63	16	31.87	7									
			3	23.16	6	24.39	6	117,809	94.17	<sup>123</sup>	23 0	9 0	4	1	<sup>108</sup>
16,713	July 1, 1884	<sup>21</sup>	25.20	8	20.62	6	98,280	157.50	1	21 0	9 0	2	1		
			15	26.70	14	33.64	6		1	15 6	10 0				
4,914	July 1, 1889	<sup>22</sup>	33.64			6	106,486	113.77	1	51 0	10 0	3	1	<sup>246</sup>	
			107	30.45	102	34.14	6								
			103	25.61	104	29.65	6	83,783	132.66	1	16 10	8 0	2	1	

ola, Iowa (6.47 miles) covered by closed  
pouches. (See Table C.)<sup>16</sup> Double-service trains 3 and 4 daily, except Sun-  
day. Trains 9 and 16 daily.<sup>17</sup> One clerk detailed as chief clerk at Detroit,  
Mich.; four clerks detailed to the Detroit  
Three Rivers and Chicago R. P. O.; two  
clerks detailed as transfer clerks at Detroit,  
Mich.; one clerk detailed as transfer clerk at  
Jackson, Mich.; one clerk detailed as trans-  
fer clerk at Michigan City, Ind.<sup>18</sup> Shown opposite route 21009; one vacancy on line;  
one acting clerk employed.<sup>19</sup> One car held in reserve; one clerk detailed as  
helper between Detroit and Fenton, Mich.<sup>20</sup> One clerk detailed as transfer clerk at Detroit,  
Mich.<sup>21</sup> Clerks on trains 1 and 8 run between Detroit  
and Grand Rapids, Mich. (157.50 miles), giving  
in connection with trains 3 and 6 double ser-  
vice between these points daily, except Sunday.<sup>22</sup> Double service between Jackson and Grand  
Rapids, Mich. (94.68 miles) daily except Sun-  
day.<sup>23</sup> Shown in report of Detroit and Chicago R. P. O.<sup>24</sup> Run on train 103, Jackson to Grand Rapids,  
Mich., and mileage shown on line with that  
train.<sup>25</sup> One clerk assigned as short-stop between Detroit  
and Jackson, Mich.

TABLE A<sup>2</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Detroit, Mich., and Logansport, Ind.	9	204.36	Detroit, Mich., Butler, Ind. (Wabash Western). Butler, Logansport, Ind. (Wabash Western).	22027 22054	115 94.01
Detroit, Mich., and Toledo, Ohio (day line).	9	60.50	Detroit, Mich., Toledo, Ohio (Mich. Cent.).	24035	59.30
Detroit, Mich., and Toledo, Ohio (night line).	9	65.90	Detroit, Mich., Toledo, Ohio (L. S. and M. S.).	24001	64.97
Detroit, Three Rivers, Mich., and Chicago, Ill.	9	274.40	Detroit, Jackson, Mich. (Mich. Cent.)..... Jackson, Niles, Mich. (Mich. Cent.)..... Niles, Mich., Chicago, Ill. (Mich. Cent.)....	24006 24008 24080	(9) 104.25 (7)
De Witt and Superior, Nebr.	6	85.75	De Witt, Superior, Nebr. (Nebr. and Colo.).	34026	85.52
Dickson and Kimmins, Tenn.	5	47.16	Dickson, Kimmins, Tenn. (Nash. and Tuscaloosa).	19016	47.07
Dodds and Cincinnati, Ohio....	5	30.92	Dodds, Cincinnati, Ohio (Cin., Leb. and North.).	21078	37.80
Dodgeville, Wis., and Freeport, Ill.*	10	65.97	Dodgeville, Red Oak, Ill. (Ill. Cent.)..... Red Oak, Freeport, Ill. (Ill. Cent.).....	23104 23103	57.35 (7)
Downingtown and New Holland, Pa.	2	28.28	Downingtown, New Holland, Pa. (Penna.).	8047	28.29
Downs and Stockton, Kans....	7	42.32	Downs, Alton, Kans. (C. Beh. U. P.).....	33029	24.65
Dresden and Cincinnati, Ohio....	5	185.47	Alton, Stockton, Kans. (Rooks Co.)..... Dresden, Morrow, Ohio (Cin. and Musk. Val.). Morrow, Cincinnati, Ohio (Pitts., Cin. and St. L.).	33047 21029 21014	19.07 148.61 (17)
Driftwood and Red Bank Furnace, Pa.	12	109.98	Driftwood, Red Bank Furnace, Pa. (Allegh. Valley).	8076	109.91
Dubuque, Iowa, and Mendota, Ill.	6	132.39	Dubuque, Iowa, Mendota, Ill. (Ill. Cent.)..	22021	131.79
Dubuque and Sioux City, Iowa.	6	327.64	Dubuque, Sioux City, Iowa (Ill. Cent.)....	27021	327.70
Duluth and Brainerd, Minn....	10	114.67	Duluth, Brainerd, Minn. (Nor. Pac.).....	26011	114.29
Duluth, Minn., and Eau Claire, Wis.	10	160.80	Duluth, Minn., Superior Junction, Wis. (Chi., St. P., Minn. and Om.). Superior Junction, Chicago Junction, Wis. (Chi., St. P., Minn. and Om.). Chicago Junction, Eau Claire, Wis. (Chi., St. P., Minn. and Om.).	25051 25028 25048	70.83 (17) 81.85
Duluth and St. Paul, Minn.....	10	151.83	Duluth, St. Paul, Minn. (St. P. and Duluth).	26007	151.83
Dundee Junction and Airlie, Oregon.	8	52.60	Dundee Junction, Airlie, Oregon (Oreg. Rwy. Co., Limited Line).	44008	52.60
Dunkirk, N. Y., and Titusville, Pa.	2	91.41	Dunkirk, N. Y., Titusville, Pa. (D., A. V. and Pitts.).	6019	91.28
Dunlap, Tenn., and Bridgeport, Ala.	5	50.45	Dunlap, Tenn., Bridgeport, Ala. (Nash., Chatt. and St. L.).	19012	38.06
Du Pont, Ga., and Gainesville, Fla.	4	110.31	Du Pont, Ga., Gainesville, Fla. (Sav., Fla. and West. Rwy.).	15036	119.31
Durand and East Saginaw, Mich.	9	39.96	Durand, East Saginaw, Mich. (T., A. A. and N. M.). <sup>22</sup>	24063	39.96
Dwight and Washington, Ill....	6	70.13	Dwight, Washington, Ill. (Chi. and Alton)..	23019	70.12

<sup>1</sup> Held in reserve.<sup>2</sup> Shown in report of Detroit and Chicago R. P. O.<sup>3</sup> Clerks appointed to Detroit and Chicago R. P. O.<sup>4</sup> On trips inward this clerk acts as helper to the Detroit and Chicago R. P. O. between Chicago, Ill., and Niles, Mich., and between Jackson and Detroit, Mich.<sup>5</sup> This was formerly the Dickson and Etna R. P. O. On January 21, 1889, run of clerk was extended to Kimmins, Tenn., increasing distance 3.35 miles.<sup>6</sup> One car in reserve.<sup>7</sup> New service; established October 8, 1888.<sup>8</sup> Balance of route (8.62 miles) covered by Madison, Wis., and Freeport, Ill., R. P. O.<sup>9</sup> Service on this line is performed by second clerks in crews of Atchison and Lenora, Kans., E. P. O.<sup>10</sup> In reserve.<sup>11</sup> Clerks make twelve round trips between Dresden and Morrow, Ohio. Six trips residue.<sup>12</sup> Two cars in reserve.<sup>13</sup> Covered by Pittsburgh and Cincinnati R. P. O. (36.20 miles).



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,035	July 1, 1888	51	28.43	28	28.24	6	127,520	136.24	2 1	17 10 36 9	9 7 9 10	3	1	3
1,044	July 1, 1888													
543	July 1, 1884	301	29.65	306	30.94	6	37,752	121	1	15 0	8 7	1	1	1
4,634	July 1, 1884	101	27.81	130	12.48	6	41,122	131.80	1	26 0	9 4	1	1	1
16,713	July 1, 1884	11	29.30	4	27.53	6								
834	July 1, 1884	61	25.22	62	29.54	6	171,282	137.24	2	18 0	9 0	4	1	( <sup>10</sup> )
		11	25.64	4	27.53	6								
441	Mar. 30, 1887	97	23.86	98	22.80	6	53,568	171.50	1	12 0	9 0	1	1	1
188	July 1, 1889	161	10.80	162	10.80	6	28,255	94.32	<sup>12</sup> 2	7 7	9 4	1	1	1
337	July 1, 1888	10	19.26	1	18.46	6	23,038	73.84	<sup>12</sup> 2	8 0	5 5	1	1	1
263	July 1, 1889	33	26.30	32	22.80	6	35,096	131.94	1	15 0	7 2 <sup>1</sup>	1	1	1
716	July 1, 1889	33	24.60	32	24.00									
394	July 1, 1889	253	8.27	250	15.01	6	17,647	56.56	1	6 6	7 0	1	1	1
543	July 1, 1886	411	13.91	412	14.37	7	30,894	( <sup>9</sup> )	1	20 0	9 0			( <sup>9</sup> )
432	July 1, 1886	411	13.91	412	14.37	7			<sup>11</sup> 1	20 0	8 9			
1,042	July 1, 1888	11	28.26	12	27.06	<sup>16</sup> 6	115,733		<sup>13</sup> 3	16 3	8 6	5	1	5
		7	27.48	6	26.40	6	92,733	133.63	<sup>14</sup> 4	16 4	8 8			
26,690	July 1, 1889	11	31.20	12	21.77	6								
774	July 1, 1889	2	18.85	1	19.75	6	68,628	109.98	1	18 0	8 10	2	1	2
									<sup>1</sup> 1	17 0	8 10			
4,579	July 1, 1887	5	25.09	4	23.95	6	82,611	132.39	<sup>21</sup> 1	14 8	8 5			
									1	27 6	9 0	2	2	4
3,922	July 1, 1887	6	25.15	3	24.83	6	204,447	131.05	2	30 0	9 0	5	1	<sup>14</sup> 15
		2	26.69	1	26.34	6	204,447	131.05	2	30 2	9 0	5	1	
477	July 1, 1887	7	23.58	8	25.80	6	71,554	114.67	<sup>10</sup> 1	35 4	9 0			
666	July 1, 1887	91	21.91	92	21.18	6	100,339	107.20	2	24 6	9 1	2	1	<sup>16</sup> 1
									1	22 2	9 4	3	1	3
1,142	July 1, 1887	91	9.84	92	9.84				<sup>18</sup> 1	19 7	9 4			
										20 10 <sup>1</sup>	9 3			
886	July 1, 1887	91	20.70	92	24.94									
1,883	July 1, 1887	2	20.70	1	22.48	6	94,741	101.22	2	22 0	8 6	3	1	3
									<sup>19</sup> 1	22 0	9 4			
175	Mar. 27, 1887	1	9.47	2	8.69	6	32,822	105.20	2	21 0	7 6	1	1	1
945	July 1, 1889	1	21.93	4	24.37	6	57,040	106.80	1	15 6	6 6	<sup>20</sup> 2	1	2
104	July 1, 1888	80	14.40	83	13.86	<sup>21</sup> 6	31,481	100.90	<sup>21</sup> 1	13 0	7 0	1	1	1
		82	18	81	15.96	6			1	6 0	8 0			
1,813	July 1, 1888	59	19.05	60	21	7	87,096	119.31	1	18 0	9 3	2	1	2
			629.40		529.40	0	5,275	79.32	1	14 8	9 0	1	1	1
307	July 1, 1887	122	25.45	121	28	6	43,761	140.26	1	13 10	9 5	1	1	1

<sup>12</sup> Balance of route (211.48 miles) covered by Mendota and Centralia, Ill., R. P. O.<sup>14</sup> Two helpers on trains 6 and 3, and two helpers on trains 2 and 1 between Dubuque and Ackley, Iowa. One clerk detailed to transfer duty at Sioux City, Iowa.<sup>16</sup> Reserve.<sup>17</sup> One acting clerk additional.<sup>21</sup> Distance (8.20 miles) covered by Ashland, Wis., and St. Paul, Minn., R. P. O.<sup>22</sup> In reserve at Eau Claire, Wis.<sup>23</sup> In reserve at St. Paul, Minn.<sup>20</sup> Clerk alternates with the Larabee and Claremont R. P. O. in Buffalo and Emporium R. P. O. as helper.<sup>21</sup> Clerk makes extra trips on trains Nos. 81 and 82 between Jasper, Tenn., and Bridgeport, Ala. (12 miles).<sup>22</sup> This R. P. O. was established by order dated April 10, 1889; commenced service April 15, 1889; the number of miles of service for the year ending June 30, 1889, was computed from the last-mentioned date.

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>			
Easton and Hazleton, Pa. ....	12	69.18	Easton, Penn Haven Junction, Pa. (L. V.).	8010 (part)	(1)
			Penn Haven Junction, Hazleton, Pa. (L. V.).	8016 (part)	\$14.80
East Saginaw and Howard City, Mich.	9	81.51	East Saginaw, Alma, Mich. (D., L. and N.).	*24030 (part)	38.76
East Saginaw and Port Huron, Mich. <sup>11</sup>	9	92.06	Alma, Howard City, Mich. (D., L. & N.).	24041 (part)	42.90
			East Saginaw, Zion, Mich. (F. and P. M.).	24025	79.10
			Zion, Port Huron, Mich. (F. and P. M.).	24042 (part)	(12)
Eatonton and Gordon, Ga. ....	4	38.48	Eatonton, Gordon, Ga. (Cent. R. R.).	15014 (part)	38.48
Eau Claire, Wis., and Wabasha, Minn.	10	49.40	Wabasha, Minn., Eau Claire, Wis. (Chi., Mil. and St. P.).	25047	49.27
Echo and Long Island City, N. Y.	2	56.75	Echo, Hicksville, N. Y. (L. I. R. R.).	6046	32.70
			Hicksville, Jamaica, N. Y. (L. I.).	6045 (part)	(14)
Edgar, Nebr., and Cheyenne, Wyo.	6	417.74	Edgar, Holdrege, Nebr. (Nebr. and Colo.).	34043	81.11
			Holdrege, Elwood, Nebr. (Nebr. and Colo.).	34031	28.72
			Elwood, Nebr., Cheyenne, Wyo. (Nebr. and Colo.).	34042	307.82
Edmeston and Sidney, N. Y. ....	2	32.16	Edmeston, Sidney, N. Y. (N. Y., O. and W.).	6101	32.16
Egan, Dak., and Sioux City, Iowa.	10	125.38	Egan, Sioux Falls, Dak. (Chi., Mil. and St. P.).	*35007 (part)	34.91
			Sioux Falls, Elk Point, Dak. (Chi., Mil. and St. P.).	27034	70.61
			Elk Point, Dak., Sioux City, Iowa (Chi., Mil. and St. P.).	35001 (part)	(16)
Elba and Rocky Mount, Va. ....	3	37.26	Elba, Rocky Mount, Va. (Rich. and Dan.).	11022	37.47
Elmore and Pregnalls, S. C. ....	4	35.53	Elmore and Pregnalls, S. C. (Eutawville R. R.).	14022	35.53
Elmira, N. Y., and Blossburgh, Pa.	2	52.41	Elmira, N. Y., Blossburgh, Pa. (N. Y., L. E. and W.).	8020 (part)	\$49.35
Elmira, N. Y., and Williamsport, Pa.	2	79.13	Elmira, N. Y., Williamsport, Pa. (No. Central).	8021	78.81
El Paso, Tex., and Los Angeles, Cal. <sup>14</sup>	8	804.28	Deming, N. Mex., El Paso, Tex. (Southern Pacific).	39005	88.70
			Deming, N. Mex., Yuma, Ariz. (Southern Pacific).	40001	468.15
			Yuma, Ariz., Los Angeles, Cal. (Southern Pacific).	46014 (part)	247.43
Ellsworth and Wichita, Kans.	7	100.61	Ellsworth, Wichita, Kans. (St. L. and S. F.).	33087	100.61
Emporia and Moline, Kans. ....	7	85.31	Emporia, Howard, Kans. (A., T. and S. F.).	33023	77.65
			Howard, Moline, Kans. (K. C. E. and S.).	33064	8.76
Erie and Pittsburgh, Pa. ....	2	148	Erie, Wampum Junction, Pa. (E. and P.).	8044 (part)	\$169.75
			Wampum Junction, Kenwood Junction, Pa.	817	12.50
			Kenwood Junction, Pittsburgh, Pa. ....	21 (part)	(17)

\*52.50 miles covered by New York and Elmira R. P. O.

\*Service performed in New York and Elmira R. P. O.

\*Double daily service except Sunday.

\*One helper, Easton to Hazleton and return.

\*Additional daily service to Mauch Chunk and return (45.50 miles.)

\*8.80 miles covered by Hazleton and Sunbury R. P. O.

\*In reserve.

\*Remainder of route (7.20 miles), Alma to Itasca, Mich., covered by closed pouch service. (See Table C\*.)

\*One clerk appointed to the Ludington and To-

ledo R. P. O. alternates between this line and the Manistee and East Saginaw R. P. O.

<sup>10</sup> Held in reserve.

<sup>11</sup> Runs on route 24042, Zion to Port Huron, Mich., (13 miles).

<sup>12</sup> One clerk alternates between the East Saginaw and Port Huron, Caseville and Pontiac, and Port Austin and Port Huron R. P. O's.

<sup>13</sup> Shown in report of Port Austin and Port Huron R. P. O.

<sup>14</sup> 25.19 miles covered by Greenport and New York R. P. O.

<sup>15</sup> Cars and clerks shown on route 6046.

<sup>16</sup> East Division, Edgar to Holdrege, Nebr. (20.94 miles).

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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>			
4, 653	July 1, 1889	<sup>22</sup> 26.25	7 23.33	6	<sup>1</sup> 43, 168	97.96	1	13 1	10 0	3	1	<sup>45</sup>		
		18 22.50	3 26.25	6	43, 168	-----	1	13 9	10 0					
		<sup>16</sup> 18.52	<sup>221</sup> 20.88	6	28, 392	-----	1	15 0	10 0					
645	July 1, 1885	2 25.50	7 22.66	6	1 14 7 <sup>1</sup>	10 0	1	14 9 <sup>1</sup>	10 0	1	1			
		18 25.50	3 23.99	6	-----	-----	<sup>71</sup> 21 10	10 0						
527	July 1, 1884	17 25.47	24 22.92	6	50, 862	108.68	<sup>101</sup> 1	20 0	8 10	<sup>(9)</sup>	1	1	1	
				8 9				5 7						
443	July 1, 1884	17 26.90	24 26.90	6	57, 445	138.09	1	11 0	5 9	1	1	<sup>192</sup>		
248	July 1, 1884	301 24.20	308 27.15	6										
575	July 1, 1884	301 22.28	308 21.08	6										
154	July 1, 1884	22 14.6	21 14.6	6	24, 013	76.96	1	15 9	8 0	1	1	1		
682	July 1, 1887	4 24.61	3 21.33	6	30, 825	98.80	1	18 5	9 1	1	1	1		
716	July 1, 1885	18 25	15 27.74	6	<sup>35</sup> 412	192.28	1	15 6	7 7	1	1	1		
		32 23.63	83 25.36	6	35, 412	-----	1	12 0	6 0					
1, 582	July 1, 1889	18 33.77	15 29.49	6			<sup>(15)</sup>	15 5	7 0	<sup>(16)</sup>				
		32 24.65	80 32.57	6			<sup>71</sup> 1	9 0	8 3	<sup>(16)</sup>	1	5		
195	Feb. 12, 1887	101 13.15	102 13.51	6	50, 506	161.88	2	14 0	6 11	<sup>(17)</sup>	1			
122	July 1, 1886	151 31.09	152 28.50	7	245, 804	168.40								
891	July 1, 1889	151 31.59	152 25.67											
392	July 1, 1889	24 14.38	25 21.56	6	20, 068	64.32	1	17 8	7 2	1	1	1		
404	July 1, 1886	4 22.80	1 22.80	6	78, 237	125.38	<sup>71</sup> 1	14 0	6 10					
908	July 1, 1887	4 25.34	1 25.13				<sup>101</sup> 1	20 9	8 8	2	1	2		
								20 3	9 2					
838	Mar. 30, 1887	4 25.08	1 27.86											
161	July 1, 1889	50 12.33	51 12.33	6	23, 250	74.52	1	5 3	5 1	1	1	1		
212	July 1, 1888	2 18.6	1 11.3	6	44, 341	142.12	1	8 3	6 3	1	1	1		
		4 22.6	3 17.8	6										
710	July 1, 1889	103 19.95	106 20.55	6	32, 704	104.82	1	15 9	6 7	1	1	1		
7, 070	July 1, 1889	6 27.92	3 25.66	6	49, 377	98.87	<sup>273</sup>	15 0	8 6	2	1	<sup>272</sup>		
		19 26.72	20 24.87	7	587, 124	201.07	7	24 9	9 5 <sup>1</sup>	8	1	9		
4, 208	July 1, 1886	19 22.78	20 24.51											
8, 880	July 1, 1886	19 20.19	20 24.47											
164	July 1, 1888	2 23.69	1 23.69	7	77, 825	128.31	1	12 0	7 3	2	1	2		
281	July 1, 1886	175 20.25	176 20.25	7	62, 276	170.62	1	11 9	7 3	1	1	1		
265	Feb. 21, 1887	175 20.16	176 17.32	7										
1, 836	July 1, 1889	24 25.05	21 23.67	6	92, 352	148	2	20 0	9 0	2	1	<sup>275</sup>		
		26 26.30	23 27.43	6	92, 352	-----	<sup>(18)</sup> 2	17 0	8 6	2	1			
2, 583	July 1, 1889	24 24	21 29.28	6						<sup>(18)</sup>				
		26 24	23 28.80	6										
23, 000	July 1, 1885	24 24.85	21 19.10	6			<sup>(18)</sup>			<sup>(18)</sup>				
		26 23.95	23 23.02	6										

<sup>17</sup> West Division, Holdrege, Nebr., to Cheyenne, Wyo. (336.80 miles).<sup>18</sup> Balance of route (4.40 miles) covered by La Crosse, Wis., and Woonsocket, Dak., R. P. O.<sup>19</sup> In reserve at Sioux City, Iowa.<sup>20</sup> Distance (20.62 miles) covered by Manilla, Iowa, and Mitchell, Dak., R. P. O.<sup>21</sup> 15.50 miles covered by closed-pouch service. (See Table C.)<sup>22</sup> One car in reserve.<sup>23</sup> One clerk alternates with Canandaigua and Elmira R. P. O.<sup>24</sup> Reported last year as Deming, N. Mex., and Los Angeles, Cal.; service extended Dec. 26, 1888; cars run through to San Francisco, and are

used by night line San Francisco and Los Angeles R. P. O.; one helper meets No. 20 at Lang, and returns to San Gabriel; balance of route 40014 covered by San Francisco and Los Angeles R. P. O.

<sup>25</sup> Clerks run in the order of two weeks on and one week off. One clerk alternates between this line and the Wichita and Kiowa, Kans., R. P. O.<sup>26</sup> 6.20 miles covered by closed-pouch service. (See Table C.)<sup>27</sup> One transfer clerk, Erie, Pa.<sup>28</sup> Cars and clerks shown on route 8044.<sup>29</sup> 28.35 miles covered by Pittsburgh and Chicago R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> ).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of routes	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junction, Bellows Falls, Vt. (Gen. Vt.). Bellows Falls, Vt., Fitchburg, Mass. (Cheshire). Fitchburg, Boston, Mass. (Fitch.)	2003 3055 3021	127.97 64.60 ( <sup>9</sup> )
Eufaula and Ozark, Ala.	4	59.51	Eufaula, Ozark, Ala. (Sav. and West. R.R.)	17021	59.51
Eureka and Hydesville, Cal.	8	26.70	Eureka, Hydesville, Cal. (Eel River and Eureka R. R.).	40044	26.70
Evansville, Ind., and Providence, Ky.	5	72.09	Evansville, Ind., Madisonville, Ky. (Louis. and Nash.). Madisonville, Providence, Ky. (Louis. and Nash.).	23032 (part) 20031	( <sup>9</sup> ) 16.67
Fairbury and Nelson, Nebr.	7	51.20	Fairbury, Nelson, Nebr. (C., R. I. and P.).	23076 (part)	51 37.85
Fairland and Martinsville, Ind.	5	37.87	Fairland, Martinsville, Ind. (Fair., Frank. and Martins.).	22016	
Fairmont and Chester, Nebr.	6	48	Fairmont, Hebron, Nebr. (B. and M. R. in Nebr.). Hebron, Chester, Nebr. (Nebr. and Colo.).	64034 34024	36.45 12.20
Fargo, Dak., Barnesville and St. Paul, Minn.	10	243.38	Fargo, Dak., Barnesville, Minn. (St. P., Minn. and Man.). Barnesville, St. Cloud, Minn. (St. P., Minn. and Man.). St. Cloud, Minneapolis, Minn. (St. P., Minn. and Man.). Minneapolis, St. Paul, Minn. (St. P., Minn. and Man.).	26005 (part) 26004 (part) 26040 (part) 26006 (part)	26.005 ( <sup>10</sup> ) ( <sup>11</sup> ) ( <sup>12</sup> ) ( <sup>13</sup> ) ( <sup>14</sup> )
Fargo and La Moure, Dak.	10	88.15	Fargo, La Moure, Dak. (Nor. Pac.).	265015 (part)	88.15
Fargo and Minnewaukon, Dak.	10	181.25	Fargo, Jamestown, Dak. (Nor. Pac.).	26001 (part)	( <sup>15</sup> )
Fargo, Dak.; Willmar and St. Paul, Minn.	10	267.38	Jamestown, Minnewaukon, Dak. (Nor. Pac.). Fargo, Dak., Moorhead, Minn. (St. P., Minn. and Man.). Moorhead, Minn., Wahpeton, Dak. (St. P., Minn. and Man.). Wahpeton, Dak., Breckenridge, Minn. (St. P., Minn. and Man.). Breckenridge, St. Paul, Minn. (St. P., Minn. and Man.).	35016 26005 (part) 26003 (part) 35003 (part) 26006	93.25 ( <sup>16</sup> ) ( <sup>17</sup> ) ( <sup>18</sup> ) ( <sup>19</sup> ) ( <sup>20</sup> ) 214.58
Farley and Cedar Rapids, Iowa	6	57.81	Farley, Cedar Rapids, Iowa (Chi., Mil. and St. P.).	27020	57.87
Farmington and Lewiston, Me.	1	47.12	Farmington, Leeds Junction, Me. (Me. Cen.). Leeds Junction, Lewiston, Me. (Me. Cen.).	3 (part) 5	36.30 .....
Farmington and Pendleton, Oregon.	8	190.40	Farmington, Oregon, Colfax, Wash. .... Colfax, La Crosse Junction, Wash. (Columbia and Palouse R. R.). La Crosse Junction, Riparia, Wash. .... Riparia, Bolles Junction, Wash. .... Bolles Junction, Walla Walla, Wash. .... Walla Walla, Wash., Pendleton, Oregon.	43016 43006 (part) ( <sup>21</sup> ) 43019 43010 43008 (part) 43017	27.20 35.80 ( <sup>22</sup> ) ( <sup>23</sup> ) 24.00 31.80 24.20 ( <sup>24</sup> ) 47.43

<sup>1</sup> One clerk detailed as transfer clerk at Rutland, Vt.<sup>2</sup> Reserve cars.<sup>3</sup> Covered by Boston and Troy R. P. O. (49.60 miles).<sup>4</sup> Balance of route covered by Bos. and Troy R. P. O. (55.80 miles).<sup>5</sup> New service May 29, 1889.<sup>6</sup> Covered by Nashville and St. Louis R. P. O. (40.79 miles).<sup>7</sup> One car in reserve.<sup>8</sup> Reported last year as a part of the St. Joseph, Mo., and Nelson, Nebr., R. P. O.<sup>9</sup> 116.26 miles distance of route 38076 covered by St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.<sup>10</sup> Distance (24.52 miles) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.<sup>11</sup> One helper between St. Paul and St. Cloud, Minn., daily.<sup>12</sup> Distance (143.79 miles) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.<sup>13</sup> Distance (68.30 miles) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.<sup>14</sup> Distance (10.68 miles) covered by Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.<sup>15</sup> Balance of route, La Moure to Edgeby, Dak., (21.90 miles) covered by closed-pouch service. (See table C<sup>a</sup>.)<sup>16</sup> Distance (93 miles) covered by St. Paul, Minn., and Mandan, Dak., R. P. O.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. In.</i>			
4,629	July 1, 1889	53	23.58	82	24.72	6	150,920	120.93	1 23 9	6 10	4	2	19
3,820	July 1, 1889	53	28.87	82	28.23				1 24 2	6 10			
8,109	July 1, 1889	53	28.33	82	31.99				20 24 0	6 10			
223	July 1, 1889	51	15	52	18	7	47,442	119.02	1 24 8	9 1	1	1	1
444	Aug. 20, '85	1 20.53		2 13.35		12	27,082	106.80	1 12 0	8 10	1	1	1
		3 13.35		4 20.53									
4,071	July 1, 1887	69	15.30	70	15.30	6	44,684	144.18	72 10 0	9 0	1	1	1
72	July 1, 1888	69	16.67	70	22.20	6							
769	July 1, 1888	9	24.57	10	24.57	7	37,376	102.40	1 14 6	7 1	1	1	1
186	July 1, 1888	91	11.64	90	10.32	6	23,631	75.74	1 11 0	7 0	1	1	1
353	Mar. 30, '87	105	32.15	106	23.93	6	29,992	96.00	1 8 6	7 4	1	1	1
159	July 1, 1887	105	30.79	106	23.60								
2,863	July 1, 1887	2 23.89		1 23.89		6	151,869	121.69	1 24 6	9 4	4	1	15
4,496	July 1, 1887	2	26.52	1	24.64				1 24 7	9 4			
6,586	July 1, 1887	2	27.48	1	25.65								
4,937	July 1, 1887	2	18.30	1	18.30								
425	July 1, 1889	33	21.12	34	21.12	6	55,006	176.30	1 24 0	8 10	1	1	1
11,448	July 1, 1887	3	22.77	4	21	6	114,348	122.16	1 24 6	9 1	3	1	3
		53	16.59	54	13.68				1 30 0	9 1			
2,863	July 1, 1887	10	12	9	12	7	195,187	267.28	2 24 7	9 1	4	1	198
1,485	July 1, 1889	10	27.93	9	24.88				20 24 7	9 3			
763	July 1, 1886	10	13.71	9	19.20								
4,937	July 1, 1887	8	24.76	7	24.26	6	98,704	158.18	1 24 7	9 3	22	1	
		1	24 6						1 24 6	9 4			
408	July 1, 1886	64	19.26	63	17.34	6	36,673	115.62	1 18 1	7 7	1	1	1
1,078	July 1, 1889	56	19.80	67	21.78	6	29,492	94.21	1 14 6	6 6	1	1	1
2,250	July 1, 1889	56	12.84	67	11.67								
140	July 1, 1888	5	24.72	6	22.66	7	138,992	95.29	3 24 6	9 0	4	1	4
406	July 1, 1886	5	26.52	6	20.34								
1,142	July 1, 1889	5	23.42	6	22.77								
		5	23.53	6	26.92								
42	July 1, 1886	5	21.04	6	24.20								
		5	22.42	6	21.90								

\* Reported last year as part of Neche, Dak., and St. Paul, Minn., R. P. O.

10 Distance (1 mile) covered by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O.

11 Two helpers, St. Paul, Minn., to meeting point.

12 In reserve at St. Paul, Minn.

13 Distance (1.60 mile) covered by Larimore, Dak., and Breckenridge, Minn., R. P. O.

14 Short run, St. Paul to Morris, Minn. (158.18 miles).

15 Balance of route covered by Bath and Lewiston R. P. O. (15.93 miles), and closed-pouch service between Leeds Junction and Lewiston (16.22 miles). (See Table C.)

\* Balance of route covered by Skowhegan and Portland R. P. O. (92.27 miles).

16 Covered by Skowhegan and Portland R. P. O. (10.66 miles).

17 New service, covering portion of Dayton, Wash., and Umatilla, Oregon, and Mo-cow, Idaho, and Connell, Wash., discontinued by establishment of this service, Nov. 2, 1888. Balance of route 43006 (27.80 miles), Moscow to Colfax (53.70 miles), La Cross Junction to Connell, closed-pouch service. (See Table C.) 14 34 miles, route 43008, Dayton to Balsa Junction, 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, <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.
Fayetteville and St. Paul, Ark.	11	35.86	Fayetteville, St. Paul, Ark. (St. L. and S. F.).	22021	35.86
Fernandina and Orlando, Fla.	4	211.55	Fernandina, Waldo, Fla. (Fla. Cent. and P. R. R.).	16001 (part)	785
			Waldo, Tavares, Fla. (Fla. Cent. and P. R. R.).	16011	96.55
			Tavares, Orlando, Fla. (Fla. Cent. and Atlantic R. R.).	16022	33.55
Flomaton, Ala., and Pensacola, Fla.	4	43.43	Flomaton, Ala., Pensacola, Fla. (L. and N. R. R.).	16003	43.43
Florence and Arkansas City, Kans.	7	87.49	Florence, Winfield, Kans. (A., T. and S. F.).	33017	75.03
			Winfield, Arkansas City, Kans. (A., T. and S. F.).	33011 (part)	( <sup>1</sup> )
Florence, S. C., and Augusta, Ga.	4	164.37	Florence, Columbia, S. C. (W. C., and A. R. R.).	14002 (part)	683
			Columbia, S. C., Augusta, Ga. (Rich. and Dan. R. R.).	13007 (part)	( <sup>7</sup> )
Florence and Ellinwood, Kans.	7	99.01	Florence, Ellinwood, Kans. (A., T. and S. F.).	33030	99.01
Fonda and Des Moines, Iowa.	6	115.17	Fonda, Des Moines, Iowa (Wabash Western).	27046	115.11
Fond du Lac and Milwaukee, Wis.	10	64.18	Fond du Lac, Milwaukee, Wis. (Chi. and No. West.).	25012	64.15
Fort Branch and Mt. Vernon, Ind.	5	38.82	Fort Branch, Mt. Vernon, Ind. (Evans, and Ter. Haute).	22639	38.75
Fort Gratiot, Mich., and Chicago, Ill.	9	337.73	Fort Gratiot, Mich., Chicago, Ill. (C. and G. T.).	24039	337.56
Fort Gratiot and Detroit, Mich.	9	61.34	Fort Gratiot, Detroit, Mich. (G. T.).	24028	58.97
Fort Howard, Wis., and Chicago, Ill.	10	243.33	Fort Howard, Wis., Chicago, Ill. (Chi. and No. West.).	25009 (part)	242.47
Fort Howard, Wis., and Winona, Minn.	10	215.40	Fort Howard, Wis., Winona, Minn. (Green Bay, Win. and St. Peter).	25027 (part)	214.85
Fort Madison, Iowa, and Kansas City, Mo.	7	218.27	Fort Madison, Iowa, Kansas City, Mo. (C., S. F. and C.).	23098 (part)	218
Fort Scott and Kanopolis, Kans.	7	259.79	Fort Scott, Wichita, Kans. (Ft. S., W. and W.).	23036 (part)	158.02
			Wichita, Hutchinson, Kans. (W. and C.).	33051 (part)	47.26
			Hutchinson, Geneseo, Kans. (St. S. and E. P.).	33074 (part)	41.84
			Geneseo, Kanopolis, Kans. (K. and K. C.).	33086 (part)	14.76
Fort Scott, Kans., and Webb City, Mo.	7	83.32	Fort Scott, Kans., Webb City, Mo. (K. C., Ft. S. and M.).	23008 (part)	83.13
Fort Smith, Ark., and Leland, Miss.	11	305.70	Fort Smith, Little Rock, Ark. (St. L., I. M. and S.).	22005 (part)	168
			Little Rock, Arkansas City, Ark. (St. L., I. M. and S.).	22007 (part)	113.75
			Arkansas City, Ark., Leland, Miss. (L., N. O. and T.).	18020 (part)	24.44
Fort Smith and Mansfield, Ark.	11	32.32	Fort Smith, Jensen, Ark. (St. L. and S. F.).	22019	( <sup>2</sup> )
			Jensen, Mansfield, Ark. (St. L. and S. F.).	23024	18.23
Fort Smith and Wagoner, Ind.	11	89.38	Fort Smith, Ark., Wagoner, Ind. Ter. (Kansas and Arkansas Valley).	22005	83.86

\* Established July 26, 1888.

<sup>1</sup> 71.66 miles of route shown as Waldo and Cedar Keys R. P. O.<sup>2</sup> One reserve car.<sup>3</sup> Every third week service is performed upon this route by one of the clerks on Florence and Ellinwood, Kans., R. P. O.<sup>4</sup> 13.18 miles distance on route 33011 covered by Newton, Kans., and Galveston, Tex., R. P. O.<sup>5</sup> 110 miles of route reported as Wilmington and Jacksonville R. P. O.<sup>6</sup> Reported as Charleston and Augusta R. P. O.<sup>7</sup> Clerks upon this line alternate with clerk upon Florence and Arkansas City, Kans., R. P. O.<sup>8</sup> 1 car in reserve.<sup>9</sup> 2 cars held in reserve.<sup>10</sup> 1 clerk assigned as helper between Fort Gratiot and Battle Creek, Mich. (159.75 miles).<sup>11</sup> In reserve at Green Bay, Wis.<sup>12</sup> 236.82 miles of route 23098, between Chicago, Ill., and Fort Madison, Iowa, covered by Chicago, Ill., and Fort Madison, Iowa, R. P. O.<sup>13</sup> In reserve.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. In.</i>			
261	Apr. 2, 1888	53	10.14	54	11.11	7	24,313	66.61	1	12 0	7 0	1	1	1
883	July 1, 1888	7	19.3	8	21	7	154,431	105.77	1	21 0	8 9	4	1	4
1,344	July 1, 1888	7	22.1	8	26.1	7	-----	-----	21	22 9	8 9			
593	Oct. 15, 1885	7	22.1	8	24.6	7				24 9	8 11			
1,033	July 1, 1884	5	18	6	18	6	27,100	86.86	1	14 0	9 2	1	1	1
211	Mar. 30, 1887	425	24.33	426	25	7	63,868	124.33	1	10 0	9 0	1	1	1
1,201	July 1, 1886	425	26.36	426	22.59	7	( <sup>9</sup> )		1	14 5	9 23	1	1	1
8,664	July 1, 1888	50	28	51	30.6	7	119,990	109.58	1	24 0	9 2	3	1	3
2,642	July 1, 1888	50	20.3	51	20	7			1	20 4	9 1			
624	July 1, 1886	335	26.40	336	25.83	7	73,277	124.33	1	13 43	8 33	2	1	2
435	July 1, 1887	2	19.71	1	18.05	6	71,866	115.17	2	14 0	8 0	2	1	2
6,119	July 1, 1887	6	29.21	5	28.12	6	40,048	128.36	1	11 11 1/2	7 8	1	1	1
187	July 1, 1888	27	12.94	26	23.28	6	24,224	77.64	1	6 0	9 6	1	1	1
811	July 1, 1884	2	29.56	1	24.97	6	210,744	168.80	103	20 0	9 0 0	4	1	15
7,499	July 1, 1887	4	25.71	1	26.06	6	38,276	122.68	1	23 0	9 0	1	2	2
590	July 1, 1887	106	22.88	105	23.25	6	151,839	121.66	2	50 0	5 4	4	2	8
960	July 1, 1889	1	20.86	2	20.86	6	134,410	143.60	3	17 3	7 4	3	1	3
722	July 1, 1886	121	12	12	12	7	159,337	109.13	2	12 0	7 5	4	1	4
359	Nov. 5, 1886	2	20.28	2	20.28	7	180,647	129.00	105	26 3	9 4	4	1	4
483	June 20, 1887	105	23.41	104	23.42	7			2	23 7 1/2	8 11			
458	Feb. 20, 1888	2	21 5	2	21 5	4			1	19 4	8 11 1/2			
2,333	July 1, 1886	463	23.63	464	23.63	7	60,824	120.64	1	25 0	9 1 1/2	2	1	2
1,048	July 1, 1886	463	25.10	464	25.10	7			2	18 2	9 2	6	1	17
802	July 1, 1886	13	24.61	14	22.61	7	223,161	101.90	2	17 10	9 5			
578	July 1, 1886	632	20.06	631	20.70	7			2	21 5	9 2 1/2			
686	Oct. 31, 1887	621	20.11	622	20.41	7			1	19 4	8 11 1/2			
428	July 1, 1889	15	9.66	16	10.51	7			1	9 6	7 0	1	1	1
352	July 1, 1889	55	23.82	56	23.82	7	23,594	64.56	1	9 6	7 0	1	1	1
		57	23.86	58	23.86	7			1	14 2	9 4	1	1	1
		641	12.98	642	13.46	7	51,125	178.76	1	14 2	9 4	1	1	1
									21	17 10	9 5			

<sup>15</sup> Reported last year as Fort Scott and Kiowa, Kans., R. P. O.

<sup>16</sup> 56.46 miles of route 33033, between Wichita and Anthony, Kans., covered by Wichita and Kiowa, Kans., R. P. O.

<sup>17</sup> 98.58 miles of route 33008, between Kansas City, Mo., and Fort Scott, Kans., covered by Kansas City, Mo., and Memphis, Tenn., R. P. O.

<sup>18</sup> One clerk alternates between this line and the Arcadia and Cherry Vale, Kans., and Yates Center and Sedan, Kans., R. P. O.

<sup>19</sup> This line is divided at Little Rock, Ark., into

two divisions: Little Rock and Fort Smith, Ark. (168 miles), and Little Rock, Ark., and Leland, Miss. (137.70 miles).

<sup>20</sup> Arkansas City and Warren, Ark., R. P. O., also runs over 7.30 miles of route 29007, between Arkansas City and Tripp, Ark.

<sup>21</sup> One helper between Little Rock and Atkins, Ark. (63.60 miles).

<sup>22</sup> 13.90 miles distance on route 29019 covered by Monett, Mo., and Paris, Tex., R. P. O.

<sup>23</sup> Service established September 17, 1888.

<sup>24</sup> Reserve.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> ).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Fort Wayne, Ind., and Cincinnati, Ohio.	5	178.79	Fort Wayne, Beesons, Ind. (Ft. Way., Cin. and Louis.). Beesons, Ind., Harrison, Ohio (White Water). Harrison, Valley Junction, Ohio (Cin., Ind., St. L. and Chic.). Valley Junction, Cincinnati, Ohio (Cin., Ind., St. L. and Chic.).	22020 21031 21071 22003 (part)	102.96 43.92 7.75 (?)
Fort Worth and Guide, Tex....	11	53.78	Fort Worth, Waxahachie, Tex. (Ft. W. and N. O.). Waxahachie, Guide, Tex. (C. T. and N. W.).	31052 31021	41.88 12.30
Frankfort, Ind., and St. Louis, Mo.	5	246.16	Frankfort, Ind., East St. Louis, Ill. (Tol., Cin. and St. L.).	22046	244.55
Fredericksburgh and Orange Court House, Va.	3	38.92	Fredericksburgh, Orange Court House, Va. (Poto., Fred. and Piedm't).	11020	39
Fremont and Lincoln, Nebr....	6	52.67	Fremont, Lincoln, Nebr. (Fre., Elk. and Mo. Vall.).	34037	52.97
Gainesville and Social Circle, Ga.	4	52.29	Gainesville, Social Circle, Ga. (G., J. and S. R. R.).	15034	52.29
Galesburgh and Havana, Ill ...	6	62.03	Galesburgh, Havana, Ill. (Fulton Co., N. G.).	23067	60.45
Galveston, Ark., and Shreveport, La. <sup>4</sup>	11	61.04	Galveston, Ark., Shreveport, La. (St. L., Ark. and Tex.).	30019	61.04
Galva, Ill., and Burlington, Iowa.	6	85.15	Galva, Gladstone, Ill. (Chi., Bur. and Qcy.). Gladstone, Ill., Burlington, Iowa (Chi., Bur. and Qcy.).	23070 23007 (part)	74.54 ( <sup>5</sup> )
Garrison and Butte City, Mont.	10	52.14	Silver Bow, Garrison, Mont. (Mont. Union). Silver Bow, Butte City, Mont. (Utah Northern).	36001 36009	44.90 ( <sup>6</sup> )
Geneva, N. Y., and Williamsport, Pa.	2	172.29	Geneva, Corning, N. Y. (F. B. Coal Co.) .... Corning, N. Y., Stokesdale Junction, Pa. (F. B. Coal Co.) Williamsport, Stokesdale Junction, Pa. (F. B. Coal Co.).	6103 8065 (part) 8150	57.76 73.20 78.52
Georgetown and Cincinnati, Ohio.	5	47.86	Georgetown, Columbia, Ohio (Cin., Geo. and Ports.). Columbia, Cincinnati, Ohio (Pitts., Cin. and St. L.).	21060 21014 (part)	42.17 ( <sup>11</sup> )
Georgetown, Del., and Franklin City, Va.	2	56.26	Georgetown, Del., Franklin City, Va. (P., W. and B.).	9506 (part)	125.21
Gilman and Springfield, Ill.....	6	112.77	Gilman, Springfield, Ill. (Ills. Central) ....	23034 (part)	112.71
Girard and Galena, Kans.....	7	47.68	Girard, Kans., Joplin, Mo. (St. L. and S.F.). Joplin, Mo., Galena, Kans. (St. L. and S.F.).	33020 128054 (part)	38.77 9.28
Glyndon, Md., and Gettysburgh, Pa.	2	51.42	Gettysburgh, Valley Junction, Pa. (W. Md.). Valley Junction, Intersection, Pa. (W. Md.). Intersection, Pa., Glyndon, Md. (W. Md.).	8102 (part) 8082 (part) 10020	123.30 7.20 20.32
Goldsborough and Greensborough, N. C.	3	130.01	Goldsborough, Greensborough, N. C. (Rich. and Dan.).	13004	130.05
Goldsborough and Morehead City, N. C.	3	94.93	Goldsborough, Morehead City, N. C. (A. and N. C.).	13005	93.91
Grafton and Belington, W. Va.	3	41.84	Grafton, Belington, W. Va. (Grafton and Green.).	12012	42

<sup>1</sup> One car in reserve.<sup>2</sup> Covered by Chicago and Cincinnati R. P. O. (21.20 miles).<sup>3</sup> Reserve.<sup>4</sup> Established July 19, 1888.<sup>5</sup> Distance (9.40 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.<sup>6</sup> Distance (8.08 miles) covered by Butte City, Mont., and Ogden, Utah, R. P. O.<sup>7</sup> 15.80 miles covered by closed-pouch service. (See Table C.)<sup>8</sup> Cars and clerks shown on route 6103.<sup>9</sup> Car dropped and received at Columbia, Ohio. No local work done between Cincinnati and Columbia, Ohio.<sup>10</sup> August 7, 1888, additional R. P. O. service placed on trains Nos. 5 and 2. Clerks now make two round trips daily, except Sunday.



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- ber 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.			
<i>Lbs.</i>									<i>Ft. In.</i>	<i>Ft. In.</i>			
661	July 1, 1888	134.18	224.18	6	111,505	119.19	13	12 0	7 6	3	1	3	
739	July 1, 1888	121	221	6									
990	July 1, 1888	123.40	223.40	6									
23,584	July 1, 1888	133.60	221.20	6									
244	Oct. 18, 1886	4424.30	4323.14	7	39,259	107.56	1	17 6	8 10	1	1	1	
440	July 1, 1886	4424	4324				21	14 0	8 10				
197	July 1, 1888	111.52	211.58	6	153,604	123.08	2	20 0	8 8	4	1	4	
234	July 1, 1889	113.81	213.81	6	24,286	77.84	13	12 0	5 11				
324	Jan. 17, 1887	4327.60	4228.85	7	38,449	105.34	1	7 0	7 4	1	1	1	
197	July 1, 1888	213	113	6	32,630	104.58	11	17 0	9 3	1	1	1	
267	July 1, 1887	118.95	215.32	6	38,707	124.06	1	6 4	5 4	1	1	1	
167	July 1, 1889	7212.32	7312.40	6	36,536	117.10	1	6 0	6 0	1	1	1	
587	July 1, 1887	14130.82	14224.83	6	53,134	170.30	1	24 6	9 6	1	1	1	
83,760	July 1, 1889	14128.20	14228.20					11 0	6 11	1	1	1	
-----	-----	227.19	126.31	7	38,062	104.28	1	15 6	9 4	1	1	1	
-----	-----	225.36	121.46				21	15 6	9 4				
822	July 1, 1889	126.76	623.89	6	107,509	114.86	2	15 0	9 0	3	1	3	
754	July 1, 1889	123.32	622.23	6	-----	-----	11	15 0	9 0	( <sup>15</sup> )			
756	July 1, 1889	123.70	627.08	6	-----	-----	( <sup>15</sup> )	-----	-----	( <sup>15</sup> )			
700	July 1, 1888	317.46	416.98	6	29,865	95.72	2	10 0	7 0	2	1	2	
26,660	July 1, 1889	10512.06	211.76	6	26,897								
435	July 1, 1889	311.28	411.28	6									
		59.42	211.28	6									
531	July 1, 1887	40126.10	41226.37	6	35,106	112.52	1	11 8	6 8	1	1	1	
531	July 1, 1887	122.54	222.54	6	70,368	112.77	1	11 8	7 5	2	1	2	
257	July 1, 1886	2619.35	2519.38	7	34,806	95.36	1	13 10	7 5				
681	July 1, 1887	2722.27	2818.56	7			1	12 0	7 3	1	1	1	
729	July 1, 1889	6521.59	7627	6	1532,086	102.81	1	14 3	7 5	2	1	2	
		7322.38	7922.22	6	32,086		1	19 7	8 4				
624	July 1, 1889	6525.56	7620.56	6	-----	-----	( <sup>16</sup> )	-----	-----	( <sup>16</sup> )			
		7320.59	7018.78	6									
725	July 1, 1889	6525.40	7624.86	6	-----	-----	( <sup>16</sup> )	-----	-----	( <sup>16</sup> )			
		7323.42	7023.88	6									
1,924	July 1, 1888	5019.95	5123.94	7	94,907	130.01	2	20 0	8 9	2	1	2	
							171	10 4	9 0				
625	July 1, 1888	5122.61	5021.23	6	59,236	94.93	1	10 6	8 1	2	1	2	
							171	11 1	8 6				
400	July 1, 1889	111.35	212.43	6	26,108	83.68	1	10 2	6 0	1	1	1	

<sup>11</sup> Covered by Pittsburgh and Cincinnati R. P. O. (4.70 miles).<sup>12</sup> 25.09 miles covered by Harrington and Lewes R. P. O.<sup>13</sup> 10.16 miles of route 28054, between Oranogo and Joplin, Mo., covered by closed-pouch service. (See Table C.)<sup>14</sup> 6.63 miles covered by closed-pouch service. (See Table C.)<sup>15</sup> Double daily service except Sunday.<sup>16</sup> Cars and clerks shown on route 8107.<sup>17</sup> In reserve.

TABLE A<sup>2</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Grafton, W. Va., and Chicago, Ill.<sup>1</sup></i>	5	200.48	Grafton, W. Va., Bellaire, Ohio (Balto. and Ohio).	210003	1.34
<i>Eastern Division<sup>2</sup></i> .....			Bellaire, Newark, Ohio (Cent. Ohio).....	210011	103.82
<i>Western Division<sup>3</sup></i> .....	5	359.78	Newark, Chicago, Ohio (Balto. and Ohio).	210101	( <sup>4</sup> )
			Chicago, Ohio, Chicago, Ill. (Balto. and Ohio).	210471	271.28
<i>Grafton, W. Va., and Cincinnati, Ohio.</i>	5	300.37	Grafton, Parkersburgh, W. Va. (Balt. and Ohio).	120022	( <sup>5</sup> )
Grafton and Parkersburgh, W. Va.	3	104.54	Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.).	210228	195.30
Grafton and Wheeling, W. Va.	3	99.44	Grafton, Parkersburgh, W. Va., (Balto. and Ohio).	120022	104.30
			Grafton, Benwood Junction (n. o.), W. Va. (Balto. and Ohio).	100033	95.25
			Benwood Junction (n. o.), Wheeling, W. Va. (Balto. and Ohio).	120115	4
Grandin and Willow Springs, Mo. <sup>14</sup>	7	80.92	Willow Springs, Grandin, Mo. (C. R.).....	280666	80.92
Grand Ledge and Grand Rapids, Mich. <sup>15</sup>	9	53.95	Grand Ledge, Grand Rapids, Mich. (D., L. and W.).	240779	53.95
Grand Rapids, Mich., and Cincinnati, Ohio. <sup>17</sup>	5	309.06	Grand Rapids, Mich., Fort Wayne, Ind. (Grand Rap. and Ind.).	240118	( <sup>18</sup> )
			Fort Wayne, Richmond, Ind. (Grand Rap. and Ind.).	220231	92.08
			Richmond, Ind., to Cincinnati, Ohio (Chic. St. L. and Pitts.).	210225	( <sup>19</sup> )
Grand Rapids, Mich., and Elkhart, Ind. <sup>21</sup>	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.).	240004	96.35
			White Pigeon, Mich., Elkhart, Ind. (L. S. and M. S.).	210955	( <sup>22</sup> )
Grand Rapids, Mich., and La Crosse, Ind.	9	154.54	Grand Rapids, Mich., La Crosse, Ind. (C. and W. M.).	240221	154.18
Great Bend and Scott, Kans.....	7	121.12	Great Bend, Scott, Kans. (C., K. and W.).	330559	121.12
Great Falls and Helena, Mont..	10	99.14	Great Falls, Helena, Mont. (Mont. Central).	280005	99.14
Greeley and Denver, Colo.....	7	98.43	Greeley, Fort Collins, Colo. (G., S. L. and P.).	282277	24.03
			Fort Collins, Denver, Colo. (Colo. Cent.).	280033	74.71
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, Oregon.	6	571.22	Green River, Granger, Wyo. (Union Pac.).	340011	( <sup>23</sup> )
			Granger, Wyo., Huntington, Oregon (Oregon Short Line).	870011	541.34
Greensborough and Winston, N. C.	3	29.10	Greensborough, Winston, N. C. (Rich. and Dan.).	130112	29.09

<sup>1</sup> This line is in two divisions, dividing at Newark, Ohio.

<sup>2</sup> For balance of route, Grafton to Benwood Junction, W. Va. (95.32 miles), see Third Division report.

<sup>3</sup> One car in reserve.

<sup>4</sup> One clerk detailed to transfer duty at Newark, Ohio. One clerk detailed to transfer duty at Shelby, Ohio.

<sup>5</sup> Eastern Division, Grafton, W. Va., to Newark, Ohio, postal car running on trains 6 and 5, between Baltimore, Md., and Newark, Ohio, seven times per week.

<sup>6</sup> Closed-pouch service between Newark and Columbus, Ohio (33.85 miles). (See Table C.)

<sup>7</sup> Western Division, Newark, Ohio, to Chicago, Ill., postal car running on trains Nos. 9 and 10, six times per week, cars lying over on west trips two hours and forty minutes, and on east trips one hour and five minutes at Newark, Ohio. This L. P. O., together with Sandusky and Wheeling and Grafton and Wheeling R.

P. O.'s forms double daily service between Grafton, W. Va., and Chicago, Ohio.

<sup>8</sup> Covered by Sandusky and Wheeling R. P. O. (88.04 miles).

<sup>9</sup> Covered by lines of Third Division, 104.50 miles.

<sup>10</sup> 13 cars on line between Baltimore, Md., and St. Louis, Mo. (See Baltimore and Grafton R. P. O., in Third Division report, for full equipment of line.)

<sup>11</sup> Day line.

<sup>12</sup> Four clerks running in mail-apartment cars Cincinnati, Ohio, to Parkersburgh, W. Va., and Parkersburgh, W. Va. to Chillicothe, Ohio, on trips west, act as helpers to day line from Chillicothe to Cincinnati, Ohio. Second clerks of day line run east from Cincinnati to Chillicothe, Ohio, in mail apartment, with Parkersburgh and Cincinnati R. P. O., as helpers. Four clerks detailed to transfer duty at Cincinnati, Ohio. One clerk detailed to clerical duty in office superintendent, Cincinnati, Ohio.

In the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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 fig. res.).		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.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
21,912	July 1, 1885	529.46	630.54	7	146,336	160.23	<sup>24</sup>	51 0	8 10	4	2	418		
9,264	July 1, 1888	534.92	634.80	7										
8,719	July 1, 1888	924.12	1022.01	6	224,503	170.80	2	51 0	8 10	4	2	....		
6,904	July 1, 1888	926.70	1025.02	6										
24,107	July 1, 1884	329.16	431.38	7	219,270	150.18	( <sup>10</sup> )	50 0	4	<sup>14</sup>	3	1233		
27,445	July 1, 1888	339.64	426.40	7	219,270									
31,239	July 1, 1889	64724.95	64621.89	6	65,233	104.54	1	20 8	8 0	2	1	2		
21,912	July 1, 1885	320.06	420.06	7	72,591	99.44	1	17 10	8 3	2	1	2		
4,471	July 1, 1889	3 9.60	4 9.60											
145	July 1, 1889	10219.42	10119.47	6	46,566	80.92	2	11 1	7 6	2	1	2		
982	July 1, 1889	531.80	233.47	6	21,364	107.90	<sup>162</sup>	26 0	9 0	1	1	1		
1,831	July 1, 1884	226.04	323.40	6	192,853	154.53	<sup>23</sup>	20 0	9 0	<sup>134</sup>	1	4		
1,336	July 1, 1888	227.78	327.78	6										
2,382	July 1, 1889	226.40	326.40	6										
1,760	July 1, 1884	124.70	425.25	6	71,772	115.02	1	15 0	9 2	4	1	4		
98,761	July 1, 1888	327.06	224.70	6	71,772	115.02	1	15 0						
1,829	July 1, 1884	131.50	428.05	6	( <sup>23</sup> )	( <sup>23</sup> )								
1,829	July 1, 1884	4&1621.88	1&1919.16	6	( <sup>23</sup> )									
574	July 1, 1882	328.05	228.05	6	96,433	143.02	2	15 0	9 0	3	1	3		
574	July 1, 1882	35516.70	35617.30	6	75,579	121.12	1	20 9	9 3	2	1	2		
1,429	July 1, 1889	426.80	324.57	7	72,372	99.14	2	24 6	9 1	2	1	2		
434	July 1, 1886	34328.80	34432.04	7	71,854	98.43	1	13 8	8 11	2	1	2		
1,490	July 1, 1886	36221.60	36122.81	7										
2,192	July 1, 1889	4628	4927.34	6	61,526	131.70	1	17 10	8 7	4	1	<sup>274</sup>		
27,325	July 1, 1886	3427.22	928.42	6	<sup>20</sup> 61,526		1	17 2	6 4					
27,325	July 1, 1886	50126.05	50220.30	7	416,990	163.20	<sup>204</sup>	50 8	9 4	7	1	7		
4,793	July 1, 1888	50125.76	50220.30	7										
1,150	July 1, 1888	616.98	522.64	7	21,243	108.08	1	8 0	6 9	1	1	1		
		817.15	710.17	6	18,158									

<sup>14</sup> Night line.<sup>15</sup> New service. Not reported last year. Commenced July 30, 1888.<sup>16</sup> This R. P. O. established by order October 25, 1888. Began service November 12, 1888.<sup>17</sup> One car held in reserve.<sup>18</sup> This R. P. O., in connection with Cadillac and Fort Wayne R. P. O. (Ninth Division), forms double daily (except Sunday) service between Grand Rapids, Mich., and Fort Wayne, Ind.<sup>19</sup> Covered by lines of Ninth Division, 142.13 miles.<sup>20</sup> These clerks do no local work between Richmond, Ind., and Cincinnati, Ohio, running in cars of Chicago, Richmond and Cincinnati R. P. O. in both directions as helpers.<sup>21</sup> Covered by Chicago, Richmond and Cincinnati R. P. O. (74.63 miles).<sup>22</sup> Double service daily, except Sunday.<sup>23</sup> Shown in report of New York and Chicago R. P. O.<sup>24</sup> Reported on route 24004.<sup>25</sup> Balance of route (73.62 miles) covered by Helena and Butte, Mont., R. P. O.<sup>26</sup> 15.14 miles of route 38027, between Fort Collins and Stout, Colo., covered by closed-pouch service. (See Table C.)<sup>27</sup> Denver and Georgetown, Colo., R. P. O. also runs over 3.20 miles of route 38063, between Denver and Argo Junction (n.o.), Colo.<sup>28</sup> One clerk detailed to carry registers into New York post-office and for duty in lobby of New York post-office.<sup>29</sup> Distance (30.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.<sup>30</sup> Whole cars.

TABLE A<sup>2</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Greenup and Willard, Ky. ....	5	85.51	Greenup, Willard, Ky. (East Ky.) .....	20013	34.31
Greenville and Bangor, Me. ....	1	91.03	Greenville, Oldtown, Me. (Bang. and Pla.) ..	14	78.07
			Oldtown, Bangor, Me. (Me. Cen.) .....	712	( <sup>3</sup> )
Greenville and Butler, Pa. ....	2	58.87	Greenville, Butler, Pa. (P. S. and L. E.) ....	8061	58.25
Greenville and Columbia, S. C. ....	4	144.23	Greenville, Columbia, S. C. (Rich. and Dan. R. R.) ..	14001	144.33
Greenville and Columbus, Ga. ....	4	50.78	Greenville, Columbus, Ga. (Sav. and West. R. R.) ..	15024	50.78
Greenville and Dallas, Tex. ....	11	54.64	Greenville, Dallas, Tex. (D. and G.) .....	31053	54.64
Greenville and Laurens, S. C. ....	4	37.48	Greenville, Laurens, S. C. (P. R. and W. C. Ry.) ..	14024	37.48
Greenville and Walhalla, S. C. ....	4	70.16	Greenville, Belton (Rich. and Dan. R. R.) ..	14001	( <sup>4</sup> )
			Belton, Walhalla, S. C. (Rich. and Dan. R. R.) ..	14016	44.33
Greenwood and Jackson, Miss. ....	4	100.46	Greenwood, Jackson, Miss. (Ill. Cent.) .....	18018	100.46
Greenwood Lake and New York, N. Y. ....	2	45.63	Sterling Forest, N. Y., Jersey City, N. J. (N. Y. and G. L.) ..	7034	45.63
Greycourt, N. Y., and Belvidere, N. J. ....	2	63.36	Greycourt, N. Y., and Belvidere, N. J. (L. and H. R.) ..	7052	63.36
Griffin and Carrollton, Ga. ....	4	60.37	Griffin, Carrollton, Ga. (Sav., Grif. and N. A. R. R.) ..	15022	60.37
Griffin and Columbus, Ga. ....	4	80.50	Griffin, Columbus, Ga. (Ga. Mid. R. R.) ....	15051	80.25
Gurdon and Camden, Ark. ....	11	37.07	Gurdon, Camden, Ark. (St. L., I. M. and S.) ..	(part) ( <sup>7</sup> )	37.07
			Gurdon, Camden, Ark. (St. L., I. M. and S.) ..	28010	37.07
Gypsum and Marquette, Kans. ....	7	( <sup>9</sup> )	Gypsum, Marquette, Kans. (C. G., S. V. and W.) ..	33093	27.51
Hagerstown and Weverton ....	3	24.52	Hagerstown, Weverton, Md. (Balto. and Ohio) ..	10005	24.56
Hamden and Portsmouth, Ohio. ....	5	56.34	Hamden Junction, Portsmouth, Ohio. (Cin., Wash. and Balto.) ..	21018	56.35
Hannibal and Gilmore, Mo. ....	7	86.41	Hannibal, Gilmore, Mo. (St. L. and H.) ....	28029	86.41
Hannibal and Sedalia, Mo. ....	7	143.35	Hannibal, Sedalia, Mo. (M. K. and T.) ....	28014	143.35
Harrington and Lewes, Del. ....	2	40.70	Harrington, Georgetown, Del. (P., W. and B.) ..	8506	123.09
			Georgetown, Lewes, Del. (P., W. and B.) ..	(part) ( <sup>8</sup> )	16.02
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	70.96	Hartford, Conn., Millerton, N. Y. (Hart. and Conn. West.) ..	175018	70.93
Hartford and Saybrook, Conn. ....	1	45.38	Hartford, Saybrook, Conn. (N. Y., N. H. and Hart., Val. Div.) ..	175015	44.43
Hastings and Cologne, Minn. ....	10	55.88	Hastings, Cologne, Minn. (Chi., Mil. and St. P.) ..	1726010	56.51
Havana and Springfield, Ill. ....	6	48.12	Havana, Springfield, Ill. (Jack. and So. East.) ..	23049	48.25
Haverstraw and New York, N. Y. ....	2	43.41	Haverstraw, N. Y., Jersey City, N. J. (N. J. and N. Y.) ..	7024	41.66
Hayfield, Minn., and Dubuque, Iowa. ....	10	172.70	Hayfield, Minn., Dubuque, Iowa (Chi., St. P. and K. C.) ..	27095	172.68

<sup>1</sup> Reserve car.<sup>2</sup> Balance of route covered by Vancoborough and covered by Vancoborough and Bangor R. P. O. (12.60 miles).<sup>3</sup> Bangor R. P. O. (102.26 miles).<sup>4</sup> Reported in Greenville and Columbia R. P. O.<sup>5</sup> 5.83 miles covered by closed-pouch service.<sup>6</sup> (See Table C.)<sup>7</sup> One car in reserve.<sup>8</sup> 18.95 miles, Griffin to McDonough, closed-pouch service. (Table C.)<sup>9</sup> Reserve.<sup>10</sup> Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O. performs service over this route on east trips. On west trips route is applied by closed-pouch service. (See Table C.)<sup>11</sup> Covered by Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.<sup>12</sup> In reserve.<sup>13</sup> One clerk detailed to transfer service at Hannibal, Mo. One helper daily, except Monday, between Hannibal and Moberly, Mo., (70.71 miles).

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- 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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
126	July 1, 1884	3	11.64	2	12.18	6	22,158	71.02	1	11 0	6 0	1	1	1
921	July 1, 1889	4	18.73	93	19.12	6	56,802	182.06	1	18 7	7 0	1	1	1
6,961	July 1, 1889	4	16.80	93	16.80				1	10 0	9 0			
600	July 1, 1889	3	22.07	2	24.36	6	36,735	117.74	1	13 2	6 7	1	1	1
908	July 1, 1888	55	20.1	54	21.5	6	90,564	144.33	2	15 8	7 6	3	1	3
137	Feb. 23, 1885	72	14	71	14.3	6	31,686	101.56	1	19 6	9 0	1	1	1
245	Mar. 1, 1887	13	18	14	18	7	39,887	109.28	1	9 4	7 4	1	1	1
196	July 1, 1888	96	19	97	21.9	6	23,387	74.96	1	13 1	7 1	1	1	1
908	July 1, 1888	54	15.7	55	20.4	6	43,780	140.32	1	7 6	6 11	1	1	1
425	July 1, 1888	51	13.3	50	11.7	6			1	20 2	9 0	1	1	1
540	July 1, 1888	11	20.9	12	20.9	6	62,687	100.46	2	9 7	9 4	2	1	2
468	July 1, 1889	22	13.53	5	13.53	6	28,473	91.26	62	14 7	7 2	1	1	1
299	July 1, 1889	3	18.57	8	16.32	6	39,537	120.72	1	10 0	7 0	1	1	1
215	July 1, 1884	27	19.6	28	20	6	37,670	120.74	1	12 8	6 6	1	1	1
234	July 1, 1888	51	28.7	52	28	6	50,232	161	2	24 0	9 0	1	1	1
224	July 1, 1886	55	7.53	56	9.04	6	23,131	74.14	1	13 9	6 6	1	1	1
1,861	July 1, 1889	.....	.....	202	27.51	(10)	(16)	(16)	81	9 7	9 4	1	1	1
									17	10 9	5 5	(10)	(10)	(10)
469	July 1, 1889	314	24.52	313	21.17	6	39,601	98.08	1	7 0	4 6	1	1	1
		316	24.52	315	24.52	6	.....	.....	1	0 0	8 0			
421	July 1, 1888	55	20.40	50	19.92	6	35,156	112.63	1	13 1	7 4	1	1	1
3,731	July 1, 1887	1	24.69	2	24.69	6	53,920	88.41	1	16 2	7 2	2	1	2
374	Feb. 11, 1885	120	48	2	22.35	7	104,046	95.57	1	19 6	6 11	3	1	15
435	July 1, 1889	301	25.95	312	28.40	6	25,453	81.58	62	21 10	9 1	1	1	1
210	July 1, 1889	301	30.03	312	32.04	6	.....	.....	1	35 6	9 0			
2,838	July 1, 1889	9	25.06	6	25.06	6	159,149	126.39	1	11 10	6 7	1	1	1
		126	23	14	25.63	6	59,149	.....	62	11 10	6 7	1	1	1
									1	23 10	8 8	(14)		(14)
									1	20 0	8 7	3	1	164
									1	20 0	8 7			
									1	15 6	8 2			
									1	15 0	8 7			
									1	8 9	8 3			
913	July 1, 1889	7	26.58	10	24.70	6	44,279	141.92	1	13 0	6 6	1	1	2
		15	25.44	14	24.70	6	44,279	.....	1	13 0	6 6	1	1	.....
2,099	July 1, 1885	703	26.35	706	25.10	6	29,304	90.72	1	12 0	6 6	.....		.....
		711	25.10	714	24.18	6	28,304	.....	1	11 6	7 0	.....		2
									1	10 0	6 9	1	1	
245	July 1, 1889	5	18.86	6	22.23	6	34,669	111.76	1	10 0	7 0			
245	July 1, 1887	3	24.10	2	24.10	6	30,027	96.24	1	14 2	7 4	1	1	1
500	July 1, 1889	18	21.85	1	22.51	6	27,088	86.82	1	11 3	7 0	1	1	1
941	July 1, 1887	4	20.29	3	31.29	6	107,765	115.13	62	6 6	8 0	1	1	1
									2	25 0	9 5	3	1	3
									201	19 9	7 5			

<sup>13</sup> 55.21 miles covered by Georgetown and Franklin City R. F. O.<sup>14</sup> Car and clerk shown on route 9506.<sup>15</sup> Double daily service except Sunday.<sup>16</sup> One helper between Harrisburg and Shippensburg and return.<sup>17</sup> Balance of route covered by State Line and Rhinecliff R. F. O. (2d Division) (39.82 miles).<sup>18</sup> Balance of route covered by closed-pouch serv-

ice between Saybrook and Saybrook Point (1.66 miles). (See Table C.)

<sup>19</sup> Balance of route covered by St. Paul, Minn., and Mitchell, Dak., R. F. O. (256.34 miles); Aberdeen and Orient, Dak. (41.60 miles); and between Roscoe and Boulder, Dak. (15.29 miles), covered by closed-pouch service. (See Table C.)<sup>20</sup> In reserve at St. Paul, Minn.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Hazleton and Sunbury, Pa. ....	2	52.61	Hazleton, Sugar Loaf, Pa. (L. V.) .....	8016	18.86
			Sugar Loaf, Sunbury, Pa. (Penn'a.) .....	(part) 8015	44.41
Helena and Butte, Mont. <sup>4</sup> .....	10	74.54	Helena, Butte, Mont. (Mont. Central) .....	*36005	73.63
				(part) 29002	48.77
Helena and Clarendon, Ark. ....	11	48.77	Helena, Clarendon, Ark. (Ark. Mid.) .....	31004	115.16
Hempstead and Austin, Tex. ....	11	115.16	Hempstead, Austin, Tex. (H. and T. C.) ..		
Henderson and Princeton, Ky. .	5	89.28	Henderson, Princeton, Ky. (Ohio Valley) ..	28034	89.28
Henry, Mo., and Atchison, Kans. <sup>5</sup>	7	93.36	St. Joseph, Henry, Mo. (St. Jo., St. L. and S. F.) ..	28012	73.48
			St. Joseph, Mo., Atchison, Kans. (St. Jo., St. L. and S. F.) ..	28067	21.50
Henrietta and Dallas, Tex. ....	11	159.23	Henrietta, Whitesborough, Tex. (M., K. and T.) ..	31022	85.84
			Whitesborough, Denton, Tex. (M., K. and T.) ..	(part) 31028	( <sup>7</sup> )
			Denton, Dallas, Tex. (M., K. and T.) .....	(part) 31030	38.07
Herington and Pratt, Kans. <sup>11</sup> ..	7	127.84	Herington, Pratt, Kans. (C., It. I. and P.) ..	*33075	126.65
				(part) 33046	49.89
Herington and Salina, Kans. <sup>10</sup> ..	7	49.89	Heron Lake, Pipestone, Minn. (Chl., St. P. Minn. and Oni.) ..	28028	55.45
Heron Lake and Pipestone, Minn.	10	55.33			
Hightstown, N. J., and Philadelphia, Pa.	2	52.17	Hightstown, Pemberton, N. J. (U. T. Co.) ..	7065	25.89
Holden, Mo., and Coffeyville, Kans.	7	201.58	Pemberton, Camden, N. J. (Penn'a.) .....	7008	25.64
			Holden, Mo., Paola, Kans. (Mo. Pac.) .....	28024	54.47
			Paola, Le Roy Junction (n. o.), Kans. (Mo. Pac.) ..	*33031	61.56
			Le Roy, Dearing, Kans. (V. V. I. and W.) ..	*33063	81.26
			Dearing, Coffeyville, Kans. (D. M. and A.) ..	83056	( <sup>12</sup> )
				(part) 25006	52.24
Horicon and Portage, Wis. ....	10	53.17	Horicon, Portage, Wis. (Chl., Mil. and St. P.) ..	6008	92.35
Hornellsville and Buffalo, N. Y. .	2	92.61	Buffalo, Hornellsville, N. Y. (N. Y., L. E. and W.) ..		
Hot Springs, N. C., and Columbia, S. C.	4	201	Asheville, Warm Springs, N. C. (Rich. and Dan. R. R.) ..	13006	( <sup>13</sup> )
			Asheville, N. C., Spartanburg, S. C. (Rich. and Dan. R. R.) ..	14011	71.82
			Spartanburg, Alston, S. C. (Rich. and Dan.) ..	14008	68.58
Houston and Eagle Pass, Tex. <sup>12</sup> ..	11	389.70	Alston and Columbia (R. and D.) .....	14001	( <sup>14</sup> )
			Houston, San Antonio, Tex. (G., H. and S. A.) ..	31002	218.01
			San Antonio, Spofford, Tex. (G., H. and S. A.) ..	*31039	134.03
			Spofford, Eagle Pass, Tex. (G., H. and S. A.) ..	(part) 31043	36.69
Houston and Galveston, Tex. ....	11	51.40	Houston, Galveston, Tex. (I. and G. N.) ...	31001	51.40
Howard City and Detroit, Mich. <sup>15</sup>	9	161.22	Howard City, Detroit, Mich. (D., L. and N.) ..	24017	160.68

<sup>1</sup> 14.80 miles covered by Easton and Hazleton R. P. O.

<sup>2</sup> Car and clerks shown on route 8016.

<sup>3</sup> New service established January 28, 1880. Reported last year as Helena and Basin, Mont., R. P. O., on routes 36002 and 36006. These routes were discontinued at the time this R. P. O. was established.

<sup>4</sup> Balance of route (99.14 miles) covered by Great Falls and Helena, Mont., R. P. O.

<sup>5</sup> Cars shown on Great Falls and Helena, Mont., R. P. O.

<sup>6</sup> Reserve.

<sup>7</sup> Double daily service; reported last year as Henry and St. Joseph, Mo., R. P. O.; increased distance, 19.88 miles; extended September 24, 1888.

<sup>8</sup> In reserve.

<sup>9</sup> 25.48 miles of route No. 31022, between Denison and Whitesborough, Tex., is covered by Denison and Taylor, Tex., R. P. O.

<sup>10</sup> 35.70 miles on route No. 31028, covered by Denison and Taylor, Tex., R. P. O.

<sup>11</sup> Reported last year as Herington and Dodge City, Kans., R. P. O.; decreased distance, 75.35 miles.

<sup>12</sup> 127.24 miles of route 33075, between St. Joseph, Mo., and Herington, Kans.; covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O., and 135.25 miles of same route between Pratt and Liberal, Kans., covered by the Pratt and Liberal, Kans., R. P. O.

<sup>13</sup> New service; not reported last year; commenced November 22, 1888.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
959	July 1, 1889	407	28.69	408	26.30	6	32,829	105.22	1	14 0	6 8	1	1	1
391	July 1, 1889	14	28.69	13	26.30	6			(2)			(2)	1	1
1,429	July 1, 1889	3	20.94	4	23.54	7	54,412	149.08	(8)				1	1
1,032	July 1, 1887	1	10	2	10.66	6	30,432	97.54	1	14 6	7 0	1	1	1
911	July 1, 1887	21	23.25	22	24.53	7	84,066	115.16	2	14 0	8 10	2	1	2
493	July 1, 1888	1	19.20	4	19.86	6	55,711	89.28	2	13 0	9 0	2	1	2
2,208	July 1, 1889	1 & 3	22.61	2 & 4	23.97	14	124,765	124.35	1	20 0	9 0	3	1	3
1,373	July 1, 1889	1 & 3	22.61	2 & 4	23.97	14			1	12 0	9 7			
2,159	July 1, 1889	18	18.30	17	19.70	7	116,213	169.23	2	12 0	9 0	2	1	2
4,003	July 1, 1886	15	23.80	16	22.54				2	16 7	6 7			
4,078	July 1, 1886	15	16.62	16	17.26				1	14 6	7 1	2	1	2
3,919	July 1, 1889	21	26.91	22	27.40	7	93,323	127.84	2	14 6	7 1	1	1	1
221	July 1, 1889	27	27.21	26	28.51	7	22,256	90.78	1	14 6	7 1	1	1	1
135	July 1, 1887	39	16.50	40	16.50	6	34,526	110.66	1	9 0	7 5	1	1	1
437	July 1, 1889	5	24.24	2	28.74	6	32,554	104.24	1	15 0	6 6	1	1	1
1,193	July 1, 1889	371	24.72	352	21.90	6			(14)			(14)	3	3
1,812	July 1, 1887	209	16.21	210	11.27	7	147,153	134.39	2	16 4	6 10			
726	July 1, 1886	221	20.52	222	22.38	7								
574	July 1, 1889	221	21.67	222	22.16	7								
605	July 1, 1888	222	21.32	221	21.32	7								
827	July 1, 1887	7	26.60	6	28.59	6	33,178	106.34	1	15 7	8 9	1	1	1
8,131	July 1, 1889	3	29.02	10	32.85	6	57,789	92.61	1	15 4	9 2	2	1	1
1,410	July 1, 1888	55	26.5	54	26.5	7	146,736	134	2	13 10	8 6	3	1	3
569	July 1, 1888	55	21.5	54	21.5	7			1	14 6	9 7			
584	July 1, 1888	55	18.5	54	21	7								
908	July 1, 1888	55	27.4	54	23.2	7								
1,882	July 1, 1889	18	22.99	17	22.53	7	159,140	145.33	4	22 9	9 2	9	1	10
1,218	July 1, 1886	20	29.90	19	22.34	7	123,244	112.53	2	24 3	9 2			
		20	25.76	19	26.62				4	22 6	9 0			
		124	30.25	123	30.25									
2,388	July 1, 1886	5	29	12	31.42	7	37,522	102.80	1	20 6	9 2	2	1	2
		9	29.70	14	23	7	37,522	102.80	1	24 2	9 1			
2,107	July 1, 1884	14	28.86	3	27.93	6	100,601	161.22	1	20 0	8 10	2	1	2
									2	20 0	8 10			

<sup>14</sup> Car and clerks shown on route 7065.<sup>15</sup> Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.; also runs over 7.20 miles of route 33031 between Paola and Oswatimole, Kans.<sup>16</sup> Yates Center and Sedan, Kans., R. P. O.; also runs over 17.55 miles of route 33063 between Yates Center and Sidel, Kans.<sup>17</sup> 5.33 miles distance on route 33056, between Deering and Coffeyville, Kans., covered by Nevada, Mo., and Arkansas City, Kans., R. P. O.<sup>18</sup> One clerk assistant to chief clerk; four transfer clerks at Buffalo, N. Y.<sup>19</sup> 37 miles covered by Satus and Knox, R. P. O.<sup>20</sup> This line is divided at San Antonio, Tex., into two divisions—Houston and San Antonio,

Tex. (218.01 miles), and San Antonio and Eagle Pass, Tex. (168.63 miles).

<sup>21</sup> Three reserve.<sup>22</sup> 500.25 miles of route 31039, between Spofford and El Paso, Tex., covered by closed-pouch service. (See Table C.)<sup>23</sup> One helper between Houston and Columbus, Tex. (89 miles), on trains Nos. 19 and 20.<sup>24</sup> Six additional clerks.<sup>25</sup> In connection with the Big Rapids and Detroit R. P. O. gives double service between Detroit and Tonia, Mich. (127.73 miles), daily, except Sunday.<sup>26</sup> One clerk appointed to the Big Rapids and Detroit R. P. O.; runs as helper between Detroit and Howell, Mich.<sup>27</sup> 25 miles covered by Green and Col. 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 north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Humeston and Shenandoah, Iowa.	6	113.91	Humeston, Van Wert, Iowa (Keo. and West.).	128015	17.82
			Van Wert, Shenandoah, Iowa (Hum. and Shen.).	27067	96.77
Huntington, W. Va., and Cincinnati, Ohio. <sup>2</sup>	5	162.11	Huntington, W. Va., Cincinnati, Ohio (Maysville and Big Sandy).	20025	166.28
Huntingdon, Pa., and Cumberland, Md.	2	99.69	Huntingdon, Mount Dallas Station, Pa. (H. and B. T. M.).	8034	45.15
			Mount Dallas Station, Pa., Cumberland, Md. (Penna.).	8072	45.29
Huntington, W. Va., and Louisville, Ky. <sup>3</sup>	5	234.85	Huntington, W. Va. Ashland, Ky. (Mays. and Big Sandy).	20025 (14)	
			Ashland, Lexington, Ky. (Eliza., Lex. and Big Sandy).	20016 (part)	124.32
			Lexington, La Grange, Ky. (Louis. and Nash.).	20003	67.33
			La Grange, Louisville, Ky. (Louis. and Nash.).	20004 (19)	
Huntington and Portland, Oreg	8	405.60	Huntington, Umatilla, Oregon (Oregon Rwy. and Navigation Co.).	44003 (part)	218.04
			Umatilla, Portland, Oregon (Oregon Rwy. and Navigation Co.).	44005 (14)	187.56
Hutchinson and Kinsley, Kans.	7	84.20	Hutchinson, Kinsley, Kans. (C. K. and W.).	33052	84.20
Independence and Cedar Vale, Kans.	7	(15)	Independence, Cedar Vale, Kans. (C. K. and W.).	33053	56.12
Indiana and Branch Junction, Pa.	2	19.20	Indiana, Branch Junction, Pa. (Penna.).	8042	19.25
Indianapolis, Ind., and Decatur, Ill.	5	152.50	Indianapolis, Ind., Decatur, Ill. (Ind., Bloom. and West.).	23055	154.28
Indianapolis, Ind., and Louisville, Ky.	5	111.19	Indianapolis, Ind., Louisville, Ky. (Penna. Co.).	1823007	116.28
Indianapolis, Ind., and Peoria, Ill.	5	212.42	Indianapolis, Ind., Peoria, Ill. (Ind., Bloom. and West.).	22018	212.41
Indianapolis, Ind., and St. Louis, Mo.	5	265.28	Indianapolis, Terre Haute, Ind. (Ind. and St. Louis).	22025	73.30
			Terre Haute, Ind., East St. Louis, Ill. (Ind. and St. Louis).	25043	189.65
Indianapolis and Terre Haute, Ind.	5	73.95	Indianapolis, Terre Haute, Ind. (Ter. Haute and Indpls.).	22002 (20)	
Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo.	5	240.78	Indianapolis, Terre Haute, Ind. (Ter. Haute and Ind.).	22002 (21)	
			Terre Haute, Ind., East St. Louis, Ill. (Ter. Haute and Ind.). <sup>28</sup>	22044 (22)	
Indianapolis and Vincennes, Ind.	5	116.70	Indianapolis, Vincennes, Ind. (Penna. Co.).	22001	117.26
Iron Mountain, Mich., and Milwaukee, Wis.	10	209.94	Iron Mountain, Mich., Milwaukee, Wis. (Mil. and Nor.).	2825016 (part)	209.04
Ishpeming, Mich., and Fort Howard, Wis.	10	180.08	Ishpeming, Mich., Fort Howard, Wis. (Chi. and No. West.).	24031	180.08
Ithaca and Owego, N. Y.	2	35	Ithaca, Owego, N. Y. (D., L. and W.).	6042	35.11

<sup>1</sup> Balance of route (131.50 miles) covered by Keokuk and Humeston, Iowa, R. P. O.

<sup>2</sup> October 22, 1888, R. P. O. service established between Ashland and Augusta, Ky.; distance, 100.94 miles; January 15, 1889, run of clerks extended to Cincinnati, Ohio, increasing distance 44.23 miles; February 18, 1889, service and run of clerks were extended to Huntington, W. Va., increasing distance 15 miles.

<sup>3</sup> Day line.

<sup>4</sup> Previous to Sunday, May 12, 1889, day line (trains 2 and 3) daily, except Sunday; on and after that date daily.

<sup>5</sup> Night line.

<sup>6</sup> May 12, 1889, additional R. P. O. service placed on night trains.

<sup>7</sup> One car in reserve.

<sup>8</sup> Cars and clerks shown on route 8034.

<sup>9</sup> November 27, 1888, the run of Huntington and

Lexington R. P. O. was extended to and at Louisville, Ky., and taking up and discontinuing the Lexington and Louisville R. P. O.

<sup>10</sup> Covered by Huntington and Cincinnati R. P. O. (10.08 miles).

<sup>11</sup> Commencing June 5, 1889, divided at Lexington, Ky., on account of the discontinuance of through trains. Two clerks daily, except Sunday, on trains Nos. 21 and 22, between Huntington, W. Va., and Lexington, Ky. Three clerks daily, except Sunday, on trains Nos. 18 and 21, and 22 and 17, between Lexington and Louisville, Ky.

<sup>12</sup> December 3, 1888, additional R. P. O. service placed on trains Nos. 17 and 22, between Lexington and Louisville, Ky.

<sup>13</sup> Covered by Cincinnati and Nashville R. P. O. (27 miles).



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. In.</i>			
419	July 1, 1887	3 23.73	4 23.73	6	71,080	113.91	2	23 0	9 0	2	1	2
653	July 1, 1887	3 23.68	4 24.69									
2,492	July 1, 1889	3 30.84	2 27.60	47	62,715	129.09	4	20 0	8 0	5	1	5
946	July 1, 1889	1 31.08	4 33.30	67	16,211							
		1 22.65	2 24.62	6	56,591	90.69	72	15 4	8 8	2	1	2
546	July 1, 1889	1 23.58	2 22.64	6			( <sup>18</sup> )			( <sup>18</sup> )		
2,492	July 1, 1889	21 19.26	22 21.42	6	122,437	131.92	3	22 0	9 0	5	1	15
1,992	July 1, 1888	21 21	22 19.74	6	34,182		1	18 5	9 0			
1,646	July 1, 1888	21 26.10	22 27.60	136								
		17 23.82	18 24.84	6								
22,829	July 1, 1888	21 24.00	22 21.60	6								
		17 24.90	18 19.20	6								
3,461	Aug. 15, 1888	3 25.50	4 24.22	7	296,088	135.20	4	24 0	9 1	6	1	7
6,382	Aug. 15, 1888	3 23.15	4 22.59									
395	Oct. 11, 1886	341 10.84	342 15.31	6	52,541	84.20	1	11 11	7 6½	2	1	2
264	Apr. 25, 1887	261 16.03	262 16.03	7	( <sup>15</sup> )	( <sup>15</sup> )	( <sup>15</sup> )					( <sup>16</sup> )
1,216	July 1, 1889	80 19.20	81 5.26	6	111,981	76.80	72	16 0	8 3	1	1	1
1,512	July 1, 1885	84 19.86	87 19.20	6	11,981							
		1 24.90	2 26.46	6	95,160	101.67	73	20 5	9 2	3	1	3
4,395	July 1, 1888	10 33.30	3 35.10	7	81,169	111.19	4	19 0	9 0	2	1	196
		2 37.06	1 37.06	7	81,169					2	61	
3,430	July 1, 1888	1 26.55	6 28.20	6	132,550	106.21	4	22 0	9 0	34	1	1012
		3 26.34	4 24.48	7	155,067		712	20 0	9 0	34	2	
1,971	July 1, 1888	9 27.06	8 27.90	6	165,345	132.64	73	40 0	9 0	4	1	206
1,569	July 1, 1888	9 34.12	8 23.40	6								
66,712	July 1, 1889	3 26.52	4 26.52	6	45,583	146.10	1	15 8	8 10	1	1	( <sup>24</sup> )
66,712	July 1, 1889	5 26.52	8 24.70	6	150,247	120.39	73	16 0	8 10	4	1	( <sup>25</sup> )
63,400	July 1, 1889	5 25.02	8 25.56	6								
754	July 1, 1888	5 26.46	8 27.66	6	72,821	116.70	72	20 0	8 0	2	1	2
1,028	June 23, 1888	4 27.69	5 28.87	6	131,003	139.96	73	33 4½	9 7½	3	1	3
		2 22.72	3 22.27									
4,029	July 1, 1888	2 25.36	1 24.50	7	131,458	90.04	2	36 0	9 5	4	1	206
941	July 1, 1889	8 23.32	9 23.32	6	21,840	70	1	7 10	6 8	1	1	1
							71	7 8	6 9			

<sup>14</sup>One city distribution for Portland, Oregon. Balance of route 44,065 (27.29 miles). Wallula, Wash., Umatilla, Oregon, closed pouch service. (See Table C.)

<sup>15</sup>Covered by trains 201 and 202 of Kansas City, Mo., and Wilmington, Kans., R. P. O.

<sup>16</sup>Service on this line is performed by clerks on Kansas City, Mo., and Wilmington, Kans., R. P. O., day line.

<sup>17</sup>Double daily service, except Sunday.

<sup>18</sup>June 1, 1889, route was extended from Jeffersonville, Ind., to Louisville, Ky., increasing distance 1.42 miles.

<sup>19</sup>Two helpers on day and night lines between Indianapolis and Seymour, Ind. (59.85 miles).

<sup>20</sup>Four helpers on night trains running through between Indianapolis, Ind., and Peoria, Ill.

<sup>21</sup>In reserve.

<sup>22</sup>Two helpers between Indianapolis, Ind., and Mattoon, Ill.; distance, 128.70 miles.

<sup>23</sup>Covered by Pittsburgh and St. Louis R. P. O. (74.39 miles).

<sup>24</sup>This clerk holds an appointment on Pittsburgh and St. Louis R. P. O., and is shown with that line.

<sup>25</sup>These clerks are appointed to Pittsburgh and St. Louis R. P. O., and are shown with that line. Fifth clerks of Pittsburgh and St. Louis R. P. O. train 20 act as helpers to this R. P. O. on east trips St. Louis, Mo., to Indianapolis, Ind.

<sup>26</sup>Short run, Pitts. and St. Louis R. P. O.

<sup>27</sup>Covered by Pittsburgh and St. Louis R. P. O. (167.75 miles).

<sup>28</sup>Balance of route, Republic to Iron Mountain, Mich. (47 miles), carried by closed pouches. (See Table C.)

<sup>29</sup>Two helpers between Escanaba, Mich., and Fort Howard, Wis.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Jackson and Adrian, Mich. ....	9	47.55	Jackson, Adrian, Mich. (L. S. and M. S.) ...	24003	47.55
Jackson, Mich., and Fort Wayne, Ind. ....	9	99.26	Jackson, Mich., Fort Wayne, Ind. (L. S. and M. S.) ...	24029	100.40
Jackson and Natchez, Miss. ...	4	99.54	Jackson, Natchez, Miss. (J., Nat. and Col.) ...	18010	99.54
Jacksonport and Brinkley, Ark. ....	11	60.90	Jacksonport, Brinkley, Ark. (B. and B.) ...	29006	60.90
Jacksonville and Mount Vernon, Ill. ....	6	134.59	Jacksonville, Drivers, Ill. (Jack. and So. East.) ...	23046	130.91
			Drivers, Mount Vernon, Ill. (Lonis. and Nash.) ...	23032	( <sup>7</sup> )
Jacksonville and Pensacola, Fla. ....	4	207.50	Jacksonville, Lake City, Fla. ....	(part) 16006	60.20
East Division. ....			Lake City, River Junction, Fla. (Fla. Cent. and Pen. R. R.) ...	16002	147.87
West Division. ....		161.20	River Junction, Pensacola, Fla. (Pens. and Atlantic R. R.) ...	(part) 16013	161.20
Jacksonville and Tampa, Fla. ...	4	240.71	Jacksonville, Sanford, Fla. (J., T. and K. W. Ry.) ...	16018	125.30
			Sanford, Tampa (South Fla. R. R.) ...	16007	115.50
Jameson City and Bloomsburgh, Pa. ....	2	30.42	Jameson City, Bloomsburgh, Pa. (B. and S.) ...	8172	30.42
Jamestown and Oakes, Dak. ....	10	69.31	Jamestown, La Moure, Dak. (Nor. Pac.) ...	35020	48.87
			La Moure Valley Junction, Dak. (Nor. Pac.) ...	35013	( <sup>7</sup> )
			Valley Junction, Oakes, Dak. (Nor. Pac.) ...	(part) 35028	15.21
Jefferson and McKinney, Tex. ....	11	155.46	Jefferson, McKinney, Tex. (Mo., K. and T.) ...	31013	155.46
Jefferson City and Bagnell, Mo. ....	7	45.71	Jefferson City, Bagnell, Mo. (Mo. Pac.) ...	28047	45.71
Johnstown and Rockwood, Pa. ....	2	45.71	Johnstown, Rockwood, Pa. (B. and O.) ...	8070	45.09
Julesburgh and Denver, Colo. ....	7	197.88	Julesburgh, La Salle, Colo. (Colo. Cent.) ...	38017	156.06
			La Salle, Denver, Colo. (Den. Pac.) ...	38007	( <sup>7</sup> )
			(part) 33009	157.15	
Junction City and Parsons, Kans. ....	7	157.15	Junction City, Parsons, Kans. (M., K. and T.) ...	24007	40.09
Kalamazoo and South Haven, Mich. ....	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.) ...	8086	112.87
Kane and Gallery, Pa. ....	2	126.87	Kane, Gallery, Pa. (P. and W.) ...	(part) 23062	28.27
Kankakee and Kankakee Junction, Ill. ....	6	71.52	Kankakee, Kempton, Ill. (Ill. Central) ...	(part) 23064	43.01
			Kempton, Kankakee Junction, Ill. (Ill. Central) ...	23069	43.56
Kankakee and Seneca, Ill. ....	6	43.90	Kankakee, Seneca, Ill. (Kank. and Seneca) ...	33001	641.02
Kansas City, Mo., Denver, Colo. <sup>13</sup>	7	641.02	Kansas City, Mo., Denver, Colo. (U. P.) ...		
Kansas City and Joplin, Mo. ....	7	109.25	Kansas City, Pleasant Hill, Mo. (Mo. Pac.) ...	28001	( <sup>13</sup> )
			Pleasant Hill, Joplin, Mo. (Mo. Pac.) ...	(part) 28040	132.47
Kansas City, Mo., and Memphis, Tenn. <sup>14</sup>	7	2202.63	Kansas City, Mo., Fort Scott, Kans. (K. C., Ft. S. and M.) ...	23008	98.18
		1924.06	Fort Scott, Kans., Springfield, Mo. (K. C., Ft. S. and M.) ...	28036	104.75
			Springfield, Mo., Memphis, Tenn. (K. C., Ft. S. and M.) ...	28017	293.40

<sup>1</sup> One reserve car.<sup>2</sup> Distance (4.90 miles) covered by Nashville, Tenn., and St. Louis, Mo., R. P. O.<sup>3</sup> Four miles, Monticello to Drifton, closed-pouch service. (See Table C.)<sup>4</sup> Short run, Jacksonville and Sanford, on trains 3 and 6. Clerks alternate on long and short run.<sup>5</sup> Two helpers on trains 14 and 27.<sup>6</sup> Three reserve cars.<sup>7</sup> One car in reserve.<sup>8</sup> Distance (5.90 miles) covered by Fargo and La Moure, Dak., R. P. O.<sup>9</sup> 46.92 miles distance on route 38,007 covered by Cheyenne, Wyo., and Denver, Colo., R. P. O.<sup>10</sup> In reserve.<sup>11</sup> 12.24 miles covered by closed-pouch service. (See Table C.)<sup>12</sup> Balance of route (58.11 miles) covered by Kempton and Bloomington, Ill., R. P. O.<sup>13</sup> Mail apartment service between Kansas City, Mo., and Wallace, Kans. (420.40 miles), in addition to postal-car service, (see trains 203 and 204), making double daily service between those points.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. In.</i>			
1,190	July 1, 1884	115 24	116 25.55	6	29,671	95.10	1	11 2	8 10	1	1	1	1	1
632	July 1, 1884	156 25	157 23.53	6	61,938	99.26	1	16 10	9 0	2	1	2	1	2
1,326	July 1, 1888	2 19.7	1 18.5	6	62,112	99.54	1	13 8	7 10	2	1	2	1	2
425	July 1, 1888	2 15	1 15	6	88,001	121.80	1	9 4	6 2	1	1	1	1	1
2,253	Feb. 15, 1886	5 22.76	4 21.23	6	83,984	134.59	1	15 0	6 8	2	1	2	1	2
1,011	July 1, 1884	5 20.40	4 20.40	-----	-----	-----	1	12 0	7 6	-----	-----	-----	-----	-----
763	July 1, 1884	1 25.2	2 25.7	7	151,475	103.75	2	13 4	6 10	4	1	7	-----	-----
1,070	July 1, 1884	1 23.3	2 23.3	7	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
5,186	Apr. 16, 1886	2 28	3 30.7	7	117,676	107.40	3	14 0	9 0	3	1	-----	-----	-----
5,186	Apr. 16, 1886	3 28	6 28	6	253,895	122	4	27 6	9 4	6	1	58	-----	-----
1,017	Apr. 1, 1885	27 31.2	14 22.2	7	-----	-----	2	17 8	7 6	-----	-----	-----	-----	-----
221	July 1, 1889	27 25.8	14 22.2	7	-----	-----	41	33 6	9 3	-----	-----	-----	-----	-----
90	July 1, 1886	1 17.14	4 12.85	6	18,981	60.84	72	8 4	6 6	1	1	1	1	1
583	July 1, 1886	62 21.64	61 21.64	6	43,240	138.62	1	23 9	8 11	1	1	1	1	1
467	July 1, 1888	62 22.66	61 22.66	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
412	July 1, 1886	35 13.50	34 14.79	7	113,485	103.97	1	16 7	6 7	3	1	3	-----	-----
251	July 1, 1887	153 12.47	152 11.92	6	28,523	91.42	1	11 10	5 10	-----	-----	-----	-----	-----
571	July 1, 1889	93 22.85	93 22.85	6	28,523	91.42	1	19 9	7 4	1	1	1	1	1
962	July 1, 1886	308 29.22	307 30.19	7	144,452	131.92	1	18 0	8 6	1	1	1	1	1
1,615	July 1, 1886	308 25.39	307 28.15	7	-----	-----	1	15 2	7 5	3	1	3	-----	-----
834	July 1, 1886	9 20.95	10 20.06	7	114,720	104.77	21	12 2	6 6	-----	-----	-----	-----	-----
241	July 1, 1884	123 22.57	122 8.78	6	25,085	80.40	102	12 2	6 6	-----	-----	-----	-----	-----
572	July 1, 1889	17 16.19	18 17.37	6	79,166	126.87	33	20 5	7 5	3	1	3	-----	-----
171	July 1, 1887	1 26.43	2 29.68	6	44,628	143.04	1	16 11	6 11	1	1	1	-----	-----
146	July 1, 1887	1 24.57	2 25.80	-----	-----	-----	1	11 1	7 0	1	1	1	-----	-----
95	July 1, 1887	71 11.35	72 13.05	6	27,019	86.60	1	14 7	7 0	1	1	1	-----	-----
5,861	July 1, 1886	201 30.17	202 30.77	7	467,945	213.67	4	25 2	9 0	6	2	1827	-----	-----
47,461	July 1, 1887	302 21.87	301 23.09	7	306,892	168.16	1	24 1	9 4	5	2	-----	-----	-----
1,902	July 1, 1887	301 21.85	302 21.35	7	-----	-----	1	24 2	9 4	-----	-----	-----	-----	-----
2,333	July 1, 1886	3 29.57	4 28.16	7	295,840	135.69	1	25 2	9 0	-----	-----	-----	-----	-----
2,687	July 1, 1887	1 23.66	2 23.66	7	415,693	142.33	2	25 2	9 0	8	1	-----	-----	-----
1,818	July 1, 1887	3 27.82	4 24.07	7	-----	-----	2	25 5	9 3	-----	-----	-----	-----	-----
1,818	July 1, 1887	1 25.04	2 23.62	7	-----	-----	102	18 11	8 10 1/2	-----	-----	-----	-----	-----
1,818	July 1, 1887	3 22.68	4 21.68	7	-----	-----	1	25 18	8 11 1/2	-----	-----	-----	-----	-----
1,818	July 1, 1887	1 21.95	2 21.95	7	-----	-----	101	25 2	9 0	-----	-----	-----	-----	-----

<sup>16</sup> 1 clerk detailed as chief clerk at Denver, Colo.; 1 clerk detailed as chief clerk at Union Depot, Kansas City, Mo.; 1 clerk detailed as assistant to chief clerk at Kansas City, Mo.; one helper on trains 201 and 202, between Kansas City, Mo., and St. Marys, Kans. (90.60 miles), six times per week; 1 helper on trains 203 and 204, between Kansas City, Mo., and Wamego, Kans. (104 miles), five times per week

<sup>17</sup> 24.63 miles distance of route 28001 covered by St. Louis and Kansas City, Mo., R. P. O.

<sup>18</sup> 2 helpers between Kansas City and Nevada, Mo. (163.32 miles).

<sup>19</sup> Double daily service. Reported last year as being double daily between Kansas City and Springfield, Mo., only.

<sup>20</sup> This line divides on Springfield, Mo. (202.63 miles), comprising the Kansas City and Springfield, Mo., division and 284.66 miles the Springfield, Mo., and Memphis, Tenn., division.

<sup>21</sup> 83.13 miles of route 33008, between Fort Scott, Kans., and Webb City, Mo., covered by Fort Scott, Kans., and Webb City, Mo., R. P. O.

<sup>22</sup> 1 helper on trains 3 and 4, between Kansas City, Mo., and Lamar, Mo. (189 miles), five days in each week.

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.
Kansas City and Osceola, Mo. <sup>1</sup>	7	<i>Miles.</i> 111.47	Kansas City, Osceola, Mo. (K. C. and So.).	28055	111.47
Kansas City, Mo., and Oxford, Nebr.	6	363.96	Kansas City, Napier, Mo. (K. C., St. Jo. and C. Bluffs). Napier, Mo., Rulo "Y," Nebr. (B. and M. R. in Nebr.). Rulo "Y," Table Rock, Nebr. (B. and M. R. in Nebr.). Table Rock, Wymore, Nebr. (B. and M. R. in Nebr.). Wymore, Red Cloud, Nebr. (B. and M. R. in Nebr.). Red Cloud, Oxford, Nebr. (B. and M. R. in Nebr.).	28006 (part) 28064 83012 (part) 34020 34016 (part) 34029 (part)	( <sup>2</sup> ) 11.07 ( <sup>7</sup> ) 40.87 108.18 64.78
Kansas City, Mo., and Pueblo, Colo. <sup>11</sup>	7	368.64	Kansas City, Mo., Topeka, Kans. (A., T. and S. F.). Topeka, Kans., Pueblo, Colo. (A., T. and S. F.).	83016 33010 (part)	66.88 302
<i>Eastern Division</i> <sup>12</sup> .....					
<i>Western Division</i> <sup>13</sup> .....		267.91			267.75
Kansas City, Mo., Salina, Kans., and Pueblo, Colo. <sup>14</sup>	7	301.77 339.06	Kansas City, Mo., Paola, Kans. (K. C. and S. W.). Paola, Osawatomie, Kans. (Mo. Pac.) .....	33091 33031 (part)	54.09 ( <sup>21</sup> )
			Osawatomie, Ottawa, Kans. (Mo. Pac.) .... Ottawa, Council Grove, Kans. (C. G., O., C. and O.). Council Grove, Salina, Kans. (T., S. and W.). Salina, McCracken, Kans. (Kans. and Colo.). McCracken, Kans., Towner, Colo. (D., M. and A.). Towner, Pueblo, Colo. (P. and S. Line) ... Kansas City, Mo., Seneca, Kans. (K. C., W. and N.). Kansas City, Mo., Ottawa, Kans. (So. Kans.). Ottawa, Cherry Vale, Kans. (So. Kans.)...	33033 (part) 33067 33050 33070 33084 38038 33079 33006 33004 (part) 33005 (part) 7058	21.42 71.34 72.22 126.25 141.35 150.76 118.75 58.80 97.80 113.41 47.85
Kays, N. J., and Stroudsburg, Pa.	2	47.90	Kays, N. J., and Stroudsburg, Pa. (N. Y., S. and W.).	19022	30.57
Keathley and Knoxville, Tenn. <sup>17</sup>	5	51.94	Clinton, Tenn. (East Tenn., Va. and Ga.). Clinton, Knoxville, Tenn. (East Tenn., Va. and Ga.).	19008 (part) 3066	( <sup>22</sup> ) 23.93
Keene, N. H., and South Vernon, Vt. (n. o.).	1	24.35	Keene, N. H., South Vernon (n. o.), Vt. (Conn. Riv.).	3066	23.93
Kempton and Bloomington, Ill.	6	57.77	Kempton, Bloomington, Ill. (Ill. Central).	23062 (part)	58.11

<sup>1</sup> Reported last year as East Lynne and Brownington, Mo., R. P. O., increased distance 66.07 miles. Extended February 24, 1889.

<sup>2</sup> In reserve.

<sup>3</sup> Distance (101.50 miles) covered by Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.

<sup>4</sup> Through run.

<sup>5</sup> Reserve.

<sup>6</sup> Short run, St. Joseph, Mo., to Oxford, Nebr. (297.26 miles).

<sup>7</sup> Distance (38.80 miles) covered by Columbus, Nebr., and Atchison, Kans., R. P. O.

<sup>8</sup> Whipple cars.

<sup>9</sup> Balance of route (12.07 miles) covered by Lincoln, Nebr., and Concordia, Kans., R. P. O.

<sup>10</sup> Balance of route, Hastings to Red Cloud, Nebr. (41.48 miles), covered by closed pouches. (See Table C.)

<sup>11</sup> Double daily service. This line is in two divisions, dividing on Dodge City, Kans.

<sup>12</sup> Kansas City, Mo., to Dodge City, Kans.

<sup>13</sup> One helper on trains 5 and 6, between Kansas City, Mo., and Topeka, Kans. (66.88 miles), six days in each week.

<sup>14</sup> 50.70 miles of route 33010, between Atchison and Topeka, Kans., covered by Atchison and Topeka, Kans., R. P. O.

<sup>15</sup> Dodge City, Kans., to Pueblo, Colo.

<sup>16</sup> This line is in two divisions, dividing on Hoisington, Kans.

<sup>17</sup> Kansas City, Mo., and Hoisington, Kans., division.

<sup>18</sup> Kansas City, Mo., and Hoisington, Kans., division on east trips runs over the Gypsum and Marquette, Kans., R. P. O., decreasing distance from register to register 14.20 miles, mak-

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
263	July 1, 1889	2 22.29		1 22.29		7	44,895	111.47	1	7 6	6 9	2	1	2
10,352	July 1, 1887	7 31.23		8 21.23		7	265,691	181.98	2	6 10	10 0	4	2	12
2,704	Aug. 3, 1888	39 24.60		49 23.72			217,000	148.63	4	40 0	9 1	4	1	
1,641	July 15, 1885	39 34.74		49 31.04					2	35 2	8 10			
3,627	July 1, 1886	39 32.64		49 30.80										
3,020	July 1, 1886	39 34.10		49 34.10										
4,566	July 1, 1886	39 28.75		49 26.78										
18,512	July 1, 1886	5 25.08		6 31.87		7	269,107	147.45	4	60 0	9 4	5	4	1248
11,653	July 1, 1886	5 30.79		6 32.79		7	269,107	147.45	2	60 0	9 4	5	3	
		1 24.77		8 24.42		7			2	50 0	9 4			
							195,574	178.61	2	50 0	9 3 1/2	3	2	
3,280	July 1, 1889	222 24.04		227 27.04		7	182,15,109	147.33	3	20 6	9 3	4	1	189
726	July 1, 1886	221 24		222 21.60		7	247,514	169.53	1	19 9	9 2	4	1	
200	July 1, 1886	201 21.42		202 21.42		7			2	16 4	6 10			
539	Mar. 14, 1887	201 23.78		202 23.78		7								
549	Mar. 30, 1887	201 24.07		202 27.08		7								
1,141	July 1, 1888	201 25.35		202 28.06		7								
768	July 1, 1888	201 26.50		202 31.41		7								
458	July 1, 1888	201 28.27		202 30.15		7								
346	July 1, 1888	1 25		4 23.75		7	85,877	117.64	2	20 10	7 3	2	1	2
4,648	July 1, 1886	201 28.52		202 28.52		7	231,61,527	116.63	2	12 2	7 3			
2,740	July 1, 1886	201 23.52		204 23.52		7	197,166	135.05	1	21 6	9 3 1/2	4	1	214
1,691	July 1, 1886	201 23.47		202 21.73		7			1	14 5	9 2 1/2	4	2	
244	July 1, 1889	203 19.72		204 20.62		7			2	26 2 1/2	9 3 1/2			
811	July 1, 1889	10 20.34		9 16.68		6	16,517	103.88	1	21 0	9 2 1/2	1	1	1
1,039	July 1, 1888	10 27.48		9 24.84		6			2	21 0	9 2 1/2	1	1	1
728	July 1, 1889	18 24		3 24		6	15,194	97.40	1	8 10	7 0	1	1	1
171	July 1, 1887	9 11		8 26.36		6	36,048	115.54	1	15 0	7 2 1/2	1	1	1

ing annual miles of service with clerks outward 110,146, inward 104,963—total 215,119.

<sup>20</sup> One helper between Kansas City, Mo., and Ottawa, Kans. (81.80 miles), six times per week.

<sup>21</sup> Hoisington, Kans., and Pueblo, Colo., division.

<sup>22</sup> 7.20 miles distance on route 33031 covered by Holden, Mo., and Coffeyville, Kans., R. P. O.

<sup>23</sup> Double daily service between Kansas City, Mo., and Independence, Kans.

<sup>24</sup> Clerks upon trains 201 and 202 leave the main line at Independence, Kans., and perform service over Independence and Cedar Vale, Kans., R. P. O. Distance from register to register, 221.27 miles.

<sup>25</sup> One helper upon trains 201 and 202 between Kansas City, Mo., and Garnett, Kans. (83 miles);

one clerk performs service on trains 209 and 210, Chanute and Longton, Kans., R. P. O.

<sup>26</sup> 27.39 miles of route 33004, between Lawrence and Ottawa, Kans., covered by Lawrence and Gridley, Kans., R. P. O., and 16.68 miles, between Cherry Vale and Coffeyville, Kans., by closed-pouch service. (See Table C.)

<sup>27</sup> 18.12 miles of route 33005, between Wellington and Hunnewell, Kans., covered by closed-pouch service. (See Table C.)

<sup>28</sup> R. P. O. service established December 27, 1888.

<sup>29</sup> Covered by Louisville and Knoxville R. P. O. (20.70 miles).

<sup>30</sup> Balance of route (28.27 miles) covered by Kankakee and Kankakee Junction, Ill., R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in 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>			
Kenedy and Corpus Christi, Tex.	11	89	Kenedy, Corpus Christi, Tex. (S. A. and A. P.).	31033	88.50
Kenosha, Wis., and Rockford, Ill.	10	73.42	Kenosha, Wis., Rockford, Ill. ....	25611	73.71
Keokuk, Iowa, and Clayton, Ill.	6	43.09	Keokuk, Iowa, Clayton, Ill. (Wabash)....	23081	43.09
Keokuk and Humeston, Iowa..	6	132.05	Keokuk, Humeston, Iowa (Keo. and West.).	28015 (part)	131.50
Ketchum and Shoshone, Idaho.	8	70.34	Ketchum, Shoshone, Idaho (Oreg. Short Line Ry.).	42001	70.01
Keystone and Barnard, Kans.	7	43.23	Keystone, Barnard, Kans. (C., K. and W.)..	33077 (part)	43.18
Keysville, Va., and Raleigh, N. C.	3	114.69	Keysville, Va., Durham, N. C. (Rich. and Dan.).	11032	87.95
			Durham, Raleigh, N. C. (Rich. and Dan.)..	13004 (part)	( <sup>6</sup> )
Killbuck and Trinway, Ohio....	5	34.11	Killbuck, Trinway, Ohio (Cleve., Akron and Col.).	21102	34.14
Kingston and Goshen, N. Y. ....	2	44.26	Kingston, Montgomery, N. Y. (Wallkill Valley).	6083	34.12
			Montgomery, Goshen, N. Y. (N. Y., L. E. and W.).	6009	10.65
Kiowa, Kans., and Panhandle, Tex. <sup>7</sup>	11	217.20	Kiowa, Kana., Panhandle, Tex. (Southern Kansas).	32004	217.20
Knabel and Helena, Ark. ....	11	140.65	Knabel, Forrest City, Ark. (St. L., I. M. and S.).	29012	97.76
			Forrest City, Helena, Ark. (St. L., I. M. and S.).	29008	44.89
Knox, Ind., and Streator, Ill. ...	6	119.65	Knox, Ind., Streator, Ill. (Ind., Ills. and Iowa).	23082	119.82
Knoxville and Maryville, Tenn.	3	17.78	Knoxville, Maryville, Tenn. (Knox. and Augusta).	19014	18.49
La Crosse, Wis., and Dubuque, Iowa.	10	122.47	La Crosse, Wis., Dubuque, Iowa (Chi., Mil. and St. P.).	27012 (part)	121.73
La Crosse, Wis., and Woonsocket, Dak.	10	400.45	La Crosse, Wis., Flandrau, Dak. (Chi., Mil. and St. P.).	20023	311.29
			Flandrau, Egan, Dak. (Chi., Mil. and St. P.).	23507 (part)	4.40
			Egan, Woonsocket, Dak. (Chi., Mil. and St. P.).	35008	85.20
La Fayette, Ind., and Quincy, Ill.	6	271	La Fayette, Ind., Quincy, Ill. (Wabash)....	1121019 (part)	271.15
La Junta, Colo., and Albuquerque, N. Mex.	7	348.22	La Junta, Colo., Albuquerque, N. Mex. (A., T. and S. P.).	138206 (part)	348.09
Lake Crystal, Minn., and Eagle Grove, Iowa.	10	110.48	Lake Crystal, Elmore, Minn. (Chi., St. P., Minn. and Om.).	26029	44.15
			Elmore, Minn., Eagle Grove, Iowa (Chi. and No. West.).	127652 (part)	66.33
Lake Geneva, Wis., and Elgin, Ill.	6	44.15	Lake Geneva, Wis., Elgin, Ill. (Chi. and No. West.).	23004	43.70
Lake Station, Ind., and Joliet, Ill.	6	45.08	Lake Station, Ind., Joliet, Ill. (Mich. Central).	23022	45.15

<sup>1</sup> 67.58 miles of route 31033, between L and G. N. R. R., San Antonio and Kenedy, Tex., covered by Wallis Station and San Antonio R. P. O.

<sup>2</sup> In reserve.

<sup>3</sup> Balance of route (17.82 miles) covered by Humeston and Shenandoah, Iowa, R. P. O.

<sup>4</sup> Reserve.

<sup>5</sup> 76.40 miles of route 33077, between Keystone and Strong, Kans., covered by the Superior, Neb., and Strong, Kans., R. P. O., and 12.60 miles between Strong and Bazaar, Kans.,

covered by closed-pouch service. (See Table C.)

<sup>6</sup> 26.20 miles covered by the Goldsborough and Greensborough R. P. O.

<sup>7</sup> Established December 4, 1888.

<sup>8</sup> Balance of route covered by Chicago, Ill., and McGregor, Ind., R. P. O. (43.60 miles), and between Sabula Junction and Clinton, Iowa (16.46 miles), by closed pouches. (See Table C.)

<sup>9</sup> Short run La Crosse, Wis., to Wells, Minn., (150.65 miles).

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
837	July 1, 1888	321	55	421	12	0	55,536	178	2	17	0	9	0	1
1,376	July 1, 1887	91	12.26	92	14.04	0	45,814	146.84	<sup>2</sup> / <sub>1</sub>	13	6	7	3	1
491	July 1, 1887	442	24.57	443	24.57	6	26,888	86.18	1	12	7	7	<sup>12</sup> / <sub>8</sub>	1
419	July 1, 1887	523	55	622	23	6	82,399	132.05	2	10	8	7	0	2
407	July 1, 1888	521	17.28	522	19.71	6	43,892	140.68	<sup>4</sup> / <sub>1</sub>	15	11 <sup>1</sup> / <sub>2</sub>	8	10	1
577	July 1, 1889	321	21.48	322	21.48	7	31,558	86.46	1	10	2	6	8	1
729	July 1, 1889	102	19.87	103	21.50	7	83,724	114.69	1	11	9	7	3	1
1,924	July 1, 1888	55	24.18	54	23.45	6	21,285	68.22	1	12	0	8	0	2
214	July 1, 1889	38	27.30	35	25.56	6	27,618	88.52	1	15	2	8	5	1
588	July 1, 1889	4	27.29	1	27.20	6	90,789	124.37	1	18	2	8	10	1
605	July 1, 1889	4	30.42	1	35.49	6	102,674	93.78	<sup>2</sup> / <sub>1</sub>	18	0	7	6	1
391	July 1, 1889	447	24.29	448	22.88	7	74,661	119.65	<sup>2</sup> / <sub>1</sub>	18	2	8	10	1
570	July 1, 1887	765	15.65	760	14.31	7	76,421	122.47	1	21	0	9	8	3
525	July 1, 1886	601	22.62	602	22.22	6	249,881	133.48	<sup>4</sup> / <sub>1</sub>	24	10	8	10	3
92	June 28, 1888	1	11.69	2	11.41	6	93,705	100.48	1	18	8	9	3	1
191	July 1, 1888	1	13.33	2	13.33	6	74,661	119.65	1	15	0	7	4	2
2,982	July 1, 1887	6	21.26	5	24.18	6	11,095	85.56	1	14	2	7	0	1
2,119	July 1, 1887	1	22.41	4	21.88	6	11,095	85.56	1	8	10	7	8	1
464	July 1, 1886	3	20.49	2	21.47	6	76,421	122.47	1	20	0	9	3	2
1,204	July 1, 1886	1	26.40	4	26.40	6	249,881	133.48	1	22	0	9	4	1
11,242	July 1, 1884	45	31.49	44	26.56	6	93,705	100.48	1	26	6	9	3	2
4,546	July 1, 1886	3	20.47	4	21.09	7	254,201	139.29	1	21	1	9	4	6
521	July 1, 1887	13	25.14	14	25.14	6	68,939	110.48	1	22	1	9	3	1
1,338	July 1, 1887	10	16.57	9	16.23	6	28,504	91.36	2	15	9	7	6	1
246	July 1, 1887	60	24.97	59	24.58	6	169,104	135.50	1	12	2	7	5	2
107	July 1, 1887	141	27	144	27	6	27,549	88.30	1	12	10	9	2	1
							28,504	91.36	1	11	6	7	0	1

<sup>10</sup> Balance of route (34.91 miles) covered by Egan, Dak., and Sioux City, Iowa, R. P. O.<sup>11</sup> Balance of route (203.10 miles) covered by Toledo, Ohio, and La Fayette, Ind., R. P. O.<sup>12</sup> Two helpers between La Fayette, Ind., and Jacksonville, Ill., 192 miles. Two clerks detailed to transfer duty at Quincy, Ill., and one at Decatur, Ill. One clerk detailed to clerical duty at office superintendent, Chicago, Ill. One clerk detailed as chief clerk at Quincy, Ill.<sup>13</sup> 177.14 miles of route 38006, between Albuquerque and Rincon, N. Mex., covered by Albuquerque, N. Mex., and El Paso, Tex., R. P. O., and 53.82 miles between Rincon and Deming, N. Mex., covered by Rincon and Silver City, N. Mex., R. P. O.<sup>14</sup> One clerk detailed to transfer service La Junta, Colo.<sup>15</sup> Balance of route (98.34 miles) covered by Tama and Hawarden, Iowa, R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Lancaster, N. H., and Boston, Mass.	1	212.63	Lancaster, Concord, N. H. (Bos. and Me., Low. Sys.). Concord, Nashua, N. H. (Concord)..... Nashua, N. H., Boston, Mass. (Bos. and Me., Low. Sys.).	1006 <sup>2</sup> (part) 1001 3016	136.30 ( <sup>2</sup> ) ( <sup>4</sup> )
Lancaster, Pa., and Frederick, Md.	2	81.67	Lancaster, Columbia, Pa. (Penna.).....	8027 (part)	( <sup>6</sup> )
Lancaster and Harrisburg, Pa.	2	40.87	Columbia, Pa., Frederick, Md. (Penna.)... Lancaster, Middletown, Pa. (Penna.).....	8032 8027	69.30 30.98
Langdon and Larimore, Dak.	10	76.19	Middletown, Harrisburg, Pa. (Penna.).... Langdon, Larimore, Dak. (St. P., Minn. and Man.).	8001 (part) 35006	( <sup>7</sup> ) 76.19
Lansing and Hillsdale, Mich. <sup>9</sup>	9	65.68	Lansing, Jonesville, Mich. (L. S. and M. S.). Jonesville, Hillsdale, Mich. (L. S. and M. S.).	24055 21095 (part)	60.95 ( <sup>10</sup> )
Larabee and Clermont, Pa.	2	22.16	Larabee, Clermont, Pa. (W. N. Y. and Pa.).	8091	22.30
Larimore, Dak., and Breckenridge, Minn.	10	131.40	Larimore, Everest, Dak. (St. P., Minn. and Man.). Portland Junction, Ripon, Dak. (St. P., Minn. and Man.).	<sup>13</sup> 35006 35013	79.03 41.41
Larned and Jetmore, Kans.	7	46.84	Ripon, Dak., Breckenridge, Minn. (St. P., Minn. and Man.).	<sup>13</sup> 35003 (part)	63.41
Laurens and Columbia, S. C.	4	79.20	Larned, Jetmore, Kans. (C. K. and W.)...	33061	46.84
Lawrence and Gridley, Kans.	7	83.67	Laurens, Newberry, S. C. (R. and D. R. R.). Newberry, Columbia, S. C. (R. and D. R. R.). Lawrence, Ottawa, Kans. (So. Kans.).....	14012 14001 <sup>16</sup> 33004 (part)	31.76 ( <sup>14</sup> ) 27.39
Lawrenceville and Harrison Valley, Pa.	2	32.42	Ottawa, Burlington, Kans. (So. Kans.)..... Burlington, Gridley, Kans. (So. Kans.)....	33019 33080	47.04 11.32
Leavenworth and Lawrence, Kans.	7	34.95	Lawrenceville, Harrison Valley, Pa. (F. B. C. Co.).	8139	32.42
Leavenworth and Miltonvale, Kans.	7	166.18	Leavenworth, Lawrence, Kans. (U. P.)....	33002	34.95
Leavenworth and Topeka, Kans.	7	57.68	Leavenworth, Miltonvale, Kans. (U. P.)...	33013	166.18
Leavittsburgh and Dayton, Ohio. <sup>20</sup>	5	224.64	Leavenworth, Meriden Junction (n. o.), Kans. (L., T. and S. W.). Meriden Junction (n. o.), Topeka, Kans. (A., T. and S. F.).	33038 33010 <sup>21</sup> 21034 (part)	47.07 ( <sup>19</sup> ) 224.58
Lebanon and Greensburgh, Ky.	5	31.77	Leavittsburgh, Dayton, Ohio (N. Y., L. Erie and West.).	20024	32.27
Lebanon and Nashville, Tenn.	5	32.04	Lebanon, Greensburgh, Ky. (Louis. and Nash.).	19001	31.52
Leland and Glen Allen, Miss.	4	41.70	Lebanon, Nashville, Tenn. (Nash., Chatt. and St. L.).	18020 18022	( <sup>23</sup> ) 34.34
Lenoir, N. C., and Lancaster, S. C.	4	138.25	Leland, Wilzinski Junction (n. o.) (Louis., N. O. and Tex.). Wilzinski Junction (n. o.), Glen Allen, Miss. (Louis., N. O. and Tex.).	13023 14007	20.51 89.91
			Lenoir, Hickory, N. C. (R. and D. R. R.)... Hickory, N. C., Chester, S. C. (R. and D. R. R.). Chester, Lancaster, S. C. (R. and D. R. R.).	14013	29.47

<sup>1</sup> One clerk detailed as transfer clerk, Manchester, N. H.<sup>2</sup> Balance of route covered by closed-pouch service between Lancaster and Groveton Junction (9.58 miles). (See Table C.)<sup>3</sup> Covered by St. Albans and Boston R. P. O. (30.28 miles).<sup>4</sup> Covered by St. Albans and Boston R. P. O. (30.85 miles).<sup>5</sup> 12.10 miles covered by Lancaster and Harrisburg R. P. O.<sup>6</sup> Cars and clerks shown on route 8027.<sup>7</sup> 9 miles covered by New York and Pittsburgh R. P. O.<sup>8</sup> Balance of route (79.53 miles) covered by Larimore, Dak., and Breckenridge, Minn., R. P. O.<sup>9</sup> Runs on route 21095, Jonesville to Hillsdale, Mich. (4.50 miles).<sup>10</sup> Shown in report of New York and Chicago R. P. O.<sup>11</sup> Clerk runs through to Buffalo, N. Y., as helper in Buffalo and Emporium R. P. O.<sup>12</sup> Balance of route (76.19 miles) covered by Langdon and Larimore, Dak., R. P. O.<sup>13</sup> Balance of route, Hope to Ripon, Dak. (29.87 miles), covered by closed pouches. (See Table C.) Clerks run on alternate days on routes 35013 and 35006 between Everest and Portland Junction, Dak.<sup>14</sup> 47 miles covered by Green and Col. R. P. O.<sup>15</sup> 97.80 miles of route 33004, between Ottawa and Cherry Vale, Kans., covered by the Kansas



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs. 3,208	July 1, 1885	54	20.50	29	21.12	6	132,306	108.01	1	27 6 25 0	9 6 8 6	2	2	17
13,788	July 1, 1889	54	32.30	29	23.32									
15,018	July 1, 1889	54	29.07	29	27.08									
1,177	July 1, 1889	85	24.20	82	25.92	6	50,062	81.67	1	15 0	8 6	2	1	2
742	July 1, 1889	4	21.88	118	90	6			( <sup>6</sup> )			( <sup>6</sup> )		
938	July 1, 1885	72	23.35	73	22.70	6	25,502	81.74	1	20 0	8 0	1	1	1
91,679	July 1, 1885	72	23.30	73	21.60	6			( <sup>6</sup> )			( <sup>6</sup> )		
627	July 1, 1888	82	11.38	81	12.65	6	47,542	152.38	1	15 0	8 8	1	1	1
552	July 1, 1884	152	26.28	155	24.89	6	40,984	131.36	1	15 0	9 4	1	1	1
98,761	July 1, 1888	152	12.29	155	25.80	6								
186	July 1, 1880	26	15.10	25	13.70	6	17,828		1	8 10	6 10	1	1	11
627	July 1, 1888	48	15.14	47	17.84	6	81,033	131.40	1	22 2	8 11	2	1	2
453	July 1, 1886	48	20.12	47	21									
763	July 1, 1886	48	10.86	47	11.34									
235	July 1, 1888	361	23.42	362	21.62	6	29,228	93.68	1	11 9	7 3	1	1	1
174	July 1, 1888	321	5	421		6	49,420	158.40	1	8 3	6 7	1	1	1
908	July 1, 1888	323	3	423	3	6								
2,740	July 1, 1886	207	18.20	208	20.54	6	52,210	83.67	2	22 0	8 10	2	1	2
351	July 1, 1886	207	21.71	208	21.71	6								
50	July 1, 1888	207	22.64	208	22.64	6	1620,230	129.68	1	10 10	7 3	1	1	1
725	July 1, 1889	121	8.6	622	10	6	20,230							
456	July 1, 1886	715	23.30	716	23.30	7	25,511	69.90	1	12 0 17 6 1/2	7 11 7 1	1	1	1
576	July 1, 1886	701	21.68	702	21.44	6	103,090	110.79	1	15 3 9 10	7 6 6 4	3	1	3
139	July 1, 1886	711	18.83	710	18.83	7	42,100	115.36	1	7 0	6 0	1	1	1
11,653	July 1, 1887	711	20	710	20	7								
2,429	July 1, 1888	531	38	525	68	6	150,340	112.32	3	26 0	9 0	4	1	4
255	July 1, 1884	79	17.22	78	13.80	6	19,821	63.54	1	9 0	7 0	1	1	1
620	July 1, 1888	150	21.60	153	11.70	6	19,123	128.16	1	17 3	7 3	1	1	1
802	July 1, 1888	152	14.40	151	20.40	6	19,963							
802	July 1, 1888	22	11	21	11	6	26,020	83.40	1	5 0	7 1	1	1	1
231	July 1, 1888	22	11	21	11	6								
396	July 1, 1888	53	17.2	52	16.6	6	86,268	92.16	1	13 10 13 2	6 10 7 2	3	1	3
386	July 1, 1888	53	15.1	52	15.1	6			1	6 6	7 2			
238	July 1, 1888	53	11.3	52	11.3	6								

City, Mo., and Wellington, Kans., R. P. O.; and 16.68 miles between Cherry Vale and Coffeyville, Kans., covered by closed-pouch service. (See Table C.)

<sup>12</sup> Double daily service, except Sunday.

<sup>13</sup> In reserve.

<sup>14</sup> 1 car in reserve.

<sup>15</sup> 10.20 miles distance on route 83010 covered by the Atchison and Topeka, Kans., R. P. O.

<sup>16</sup> This was formerly the Leavittsburg and Cincinnati R. P. O.

On December 15, 1888, service was curtailed to end at Dayton, Ohio, decreasing distance 56 miles, thus discontinuing helper service on Cleveland and Cincinnati R. P. O. day line between Dayton and Cincinnati, Ohio.

<sup>17</sup> Balance of route covered by lines of Second Division (118.24 miles).

<sup>18</sup> Clerk makes two round trips daily, except Sunday.

<sup>19</sup> 7.36 miles reported as Ft. Smith and Leland 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 north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Lenox and Jackson, Mich. <sup>1</sup> ....	9	106.68	Lenox, Jackson, Mich. (G. T.) .....	24033	106.47
Lexington and Louisville, Ky. <sup>2</sup>	5	94.95	Lexington, La Grange, Ky. (Louis. and Nash.) ..	20003	( <sup>3</sup> )
			La Grange, Louisville, Ky. (Louis. and Nash.) ..	20004	( <sup>3</sup> )
Lincoln and Alliance, Nebr....	6	361.35	Lincoln, York, Nebr. (B. and M. R. in Nebr.) ..	*34005 (part)	51.70
			York, Aurora, Nebr. (Rep. Valley).....	*34011 (part)	22.75
			Aurora Grand Island, Nebr. (Rep. Valley)	34027	19.96
			Grand Island, Alliance, Nebr. (Gr. Isl'd and Wyo. Cent.) ..	34036	270.25
Lincoln and Alma, Nebr.....	6	224.81	Lincoln, Valparaiso, Nebr. (Om. and Rep. Vall.) ..	34014	20.59
			Valparaiso, Stromsburg, Nebr. (Om. and Rep. Vall.) ..	*34008 (part)	52.80
			Stromsburg, Fairfield, Nebr. (Kan. City and Om.) ..	34045	65.49
			Fairfield, Alma, Nebr. (Kan. City and Om.) ..	34053	87.79
Lincoln, Nebr., and Concordia, Kans.	6	143.12	Lincoln, Crete, Nebr. (B. and M. R. in Nebr.) ..	34002 (part)	( <sup>10</sup> )
			Crete, Beatrice, Nebr. (B. and M. R. in Nebr.) ..	34006	30.57
			Beatrice, Odell, Nebr. (B. and M. R. in Nebr.) ..	<sup>11</sup> 34016 (part)	<sup>12</sup> 12.07
			Odell, Nebr., Concordia, Kans. (B. and M. R. in Nebr.) ..	34028	72.29
Lincoln, Nebr., and Manhattan, Kans. <sup>12</sup>	7	133.54	Lincoln, Nebr., Marysville, Kans. (U. P.) ..	34013	78.48
			Marysville, Manhattan, Kans. (U. P.) ....	33054	55.64
Linwood and Superior, Nebr....	6	122.61	Linwood, Superior, Nebr. (Fre., Elk. and Mo. Vall.) ..	34026	122.70
Litchfield and Kampsville, Ill....	6	58.68	Litchfield, Barnett, Ill. (Jack. and So. East.) ..	23046	( <sup>14</sup> )
			Barnett, Kampsville, Ill. (Jack. and So. East.) ..	23060 (part)	52.42
Litchfield and Hawleyville, Conn. <sup>15</sup>	1	32.75	Litchfield, Hawleyville, Conn. (Shep., Litch. and Northn.) ..	5019	32.98
Little Falls and Morris, Minn. <sup>16</sup>	10	88.33	Little Falls, Morris, Minn. (Nor. Pac.)....	26046	88.31
Lock Haven and Harrisburg, Pa.	2	118.63	Lock Haven, Williamsport, Pa. (Penn.) ...	8022 (part)	( <sup>18</sup> )
			Williamsport, Sunbury, Pa. (Penn.) .....	8006	( <sup>19</sup> )
			Sunbury, Harrisburg, Pa. (No. C.) .....	10002 (part)	( <sup>20</sup> )
Lock Haven and Tyrone, Pa. ..	2	60.46 ( <sup>25</sup> )	Locke Haven, Tyrone, Pa. (Penn.) .....	8038	55.25
			Belleville, Milesburg, Pa. (Penn.) .....	8083 (part)	<sup>26</sup> 2.70
Logan and Nelsonville, Ohio....	5	32.90	Logan, New Straitsville, Ohio (Col. Hock. Val. and Tol.) ..	21084	12.74
			New Straitsville, Nelsonville, Ohio (Col. Hock. Val. and Tol.) ..	21077	19.80

<sup>1</sup> This line is divided at Pontiac, Mich.<sup>2</sup> One clerk runs from Lenox to Pontiac and return (70 miles) daily, except Sunday. One clerk runs from Pontiac to Jackson, Mich., and return (141.50 miles) daily, except Sunday.<sup>3</sup> November 27, 1888, the run of the Huntington and Lexington clerks was extended to Louisville, Ky., thereby taking up and discontinuing this line. (See Huntington and Lexington R. P. O.).<sup>4</sup> Covered by Huntington and Louisville R. P. O. (67.53 miles).<sup>5</sup> Covered by Cincinnati and Nashville R. P. O. (27 miles).<sup>6</sup> Balance of route covered by Nebraska City and Beatrice, Nebr., R. P. O. (27.56 miles), and by

Red Oak, Iowa, and Lincoln, Nebr., R. P. O. (58.15 miles).

<sup>7</sup> Two of these cars in reserve.<sup>8</sup> Balance of route covered by Aurora and Arcadia, Nebr., R. P. O. (19.25 miles).<sup>9</sup> Balance of route (37.62 miles) covered by Omaha and Beatrice, Nebr., R. P. O.<sup>10</sup> Distance (20.10 miles) covered by Omaha and McCook, Nebr., R. P. O.<sup>11</sup> Balance of route (108.18 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O.<sup>12</sup> Difference in distance (9 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O.<sup>13</sup> Reported last year as Beatrice, Nebr., and Manhattan, Kans., R. P. O.; increased distance 39.86 miles; extended Aug. 4, 1889.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. in.</i>			
373	July 1, 1884	5	6 16.84	5	14.51	6	66,568	106.68	1	24 4	6 8	1	1	22
1,243	July 1, 1884		2 24.88		3 21.69	6	24,117		1	18 0	7 2			
19,548	July 1, 1884					6								
526	July 1, 1887	41	23.50	42	23.50	6	225,482	120.45	74	21 0	9 0	6	1	6
693	July 1, 1886	41	23.53	42	28.43				1	21 0	8 11			
1,231	July 1, 1886	41	26.63	42	26.61									
1,097	July 1, 1889	41	23.65	42	23.47									
1,009	July 1, 1886	48	27.45	47	27.45	6	140,281	149.87	1	13 5	6 6	3	1	3
646	July 1, 1886	49	22.63	50	22.63				1	12 2	7 6			
216	July 1, 1888	11	26.16	12	26.16									
190	July 1, 1888	27	14.62	28	17.00									
7,641	July 1, 1886	89	34.29	90	34.29	6	89,307	143.12	2	21 0	8 11	2	1	2
1,939	July 1, 1886	89	27.73	90	25.41									
30.20	July 1, 1886	89	17.81	90	15.83									
			89 27.07		90 27.07									
682	July 1, 1886	41	26.16	42	24.14	7	94,817	133.54	2	15 2	7 5	2	1	2
387	Dec. 1, 1886	41	27.82	42	27.82	7								
453	July 1, 1889	31	21.97	32	22.31	6	76,509	122.61	2	20 0	9 3	2	1	2
549	July 1, 1887	44	26	45	26	6	36,616	117.36	1	9 11	7 0	1	1	1
160	July 1, 1887	44	10.14	45	12.10									
424	July 1, 1889	1	22.26	4	21.43	6	22,395	65.50	1	6 4	6 6	1	1	1
1,383	July 1, 1885	35	10.71	36	11.53		39,115	125.40	1	16 6	6 7	1	1	172
1,383	July 1, 1885	14	25	13	1.09	6	974,025	118.67	203	22 0	7 2			
		630		15	25	6	74,025		1	20 0	9 0	4	1	216
7,227	July 1, 1885	14	28.23	1	26.06	6			(21)			(23)		
		628	23	15	23.63	6			(22)			(23)		
11,371	July 1, 1885	14	28.56	1	30	6			(23)			(23)		
		630		15	30	6			(24)			(22)		
782	July 1, 1889	55	20.49	56	21.33	6	37,727	120.91	1	15 1	9 1	1	1	1
84	July 1, 1889	55	20.49	56	21.33	6			(27)			(27)		
282	July 1, 1888	14	16.98	11	16.98	6	20,567	65.92	2	8 6	7 0	1	1	1
137	July 1, 1888	14	21.60	11	21.60	6								

<sup>14</sup> Distance (6.50 miles) covered by Jacksonville and Mount Vernon, Ill., R. P. O.<sup>15</sup> Reported last year as Litchfield and Bethel R. P. O. Litchfield and Bethel R. P. O., to Dec. 30, 1888. Litchfield and Hawleyville R. P. O. from Dec. 31, 1888.<sup>16</sup> Clerk runs between Morris and Grey Eagle, Minn. (62.70 miles); supplies balance of route (25.63 miles) by closed pouches.<sup>17</sup> One clerk detailed as helper on Boundary Line (n. o.), Dak., and Saint Paul, Minn., R. P. O.<sup>18</sup> 24.60 miles covered by Williamsport and Erie R. P. O.<sup>19</sup> Double daily service, except Sunday.<sup>20</sup> Two cars in reserve.<sup>21</sup> Two helpers.<sup>22</sup> 40.96 miles covered by Williamsport and Baltimore R. P. O.<sup>23</sup> Cars and clerks shown on route 8022.<sup>24</sup> 53.20 miles covered by Williamsport and Baltimore R. P. O.<sup>25</sup> The R. P. O. runs in and out of Bellefonte.<sup>26</sup> 19.13 miles covered by closed-pouch service. (See Table C.)<sup>27</sup> Cars and clerks shown on route 8038.

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.
Logan and Pomeroy, Ohio .....	5	<i>Miles.</i> 82.83	Logan, Pomeroy, Ohio (Col., Hock. Val. and Tol.).	21074	83.76
Logansport, Ind., and Columbus, Ohio.	5	193.70	Logansport, Ind., Bradford, Ohio, (Chic., St. L. and Pitts.).	22017	114.63
Logansport, Ind., and Keokuk, Iowa.	6	283.02	Bradford, Columbus, Ohio (Chic., St. L. and Pitts.).	21015- <sup>(*)</sup>	(part)
Los Angeles and National City, Cal. <sup>9</sup>	8	134.08	Logansport, State Line, Ind. (Chic., St. L. and Pitts.).	22014	61.27
Los Angeles and Santa Barbara, Cal. <sup>9</sup>	8	114.22	State Line, Ind., Keokuk, Iowa (Tol., Peo. and West.).	423027	222.83
Los Angeles and Tustin City, Cal. <sup>10</sup>	8	51.15	Los Angeles, Orange, Cal. (Cal. Central Rwy.).	46063	31.82
Louisville and Bloomfield, Ky.	5	58.14	Orange, Los Angeles Junc., Cal. (Cal. Central Rwy.).	46053	51.64
Louisville and Burgin, Ky. <sup>12</sup> ...	5	93.14	Los Angeles Junc., National City, Cal. (Cal. Central Rwy.).	46037	48.90
Louisville and Henderson, Ky. <sup>(14)</sup>	5	143.90	Saugus Sta. (n.o.), Santa Barbara, Cal. (Southern Pacific R. R.).	46051	80.90
Louisville, Ky., Huntingburgh and Evansville, Ind.	5	124.08	Los Angeles, Saugus Sta. (n.o.), Cal. (Southern Pacific).	46014	(part)
Louisville, Ky., and Knoxville, Tenn.	5	267.87	Los Angeles, Miraflores Sta. (n.o.), Cal. (Southern Pacific).	46017	27.30
Louisville and Paducah, Ky. ...	5	228.14	Studebaker Sta. (n.o.), Whittier, Cal. (Southern Pacific).	46068	6.60
			Miraflores Sta. (n.o.), Tustin City, Cal. (Southern Pacific).	46067	11.05
			Louisville, Anchorage, Ky. (Louis. and Nash.).	26001	(11)
			Anchorage, Shelbyville, Ky. (Louis. and Nash.).	20012	19.44
			Shelbyville, Bloomfield, Ky. (Louis. and Nash.).	20026	27.72
			Louisville, Harrodsburgh, Ky. (Louis. South.).	20039	84.80
			Harrodsburgh, Harrodsburgh Junc., Ky. (Louis. South.).	1220021	5.82
			Louisville, Henderson, Ky. (Louis., St. L. and Tex.).	20040	142.51
			Louisville, Ky., Huntingburgh, Ind. (Louis., Evans and St. L.).	22048	(16)
			Huntingburgh, Evansville, Ind. (Louis., Evans and St. L.).	122032	47.39
			Louisville, Lebanon Junction, Ky. (Louis. and Nash.).	20005	(20)
			Lebanon Junction, Ky., Jellico, Tenn. (Louis. and Nash.).	20007	171.44
			Jellico, Knoxville, Tenn. (East Tenn., Va. and Ga.).	59008	65.51
			Louisville, Paducah, Ky. (Ches., Ohio and So. West.).	220009	226.90

<sup>1</sup> Previous to November 27, 1888, clerks made two round trips daily, except Sunday.

<sup>2</sup> Clerks run in car of the Pittsburgh and St. Louis R. P. O. train 1 between Columbus and Bradford, Ohio, as helpers.

<sup>3</sup> In reverse.

<sup>4</sup> Covered by Pittsburgh and St. Louis R. P. O. (83.40 miles).

<sup>5</sup> East Division, Logansport, Ind., to Peoria, Ill. (171.52 miles).

<sup>6</sup> Balance of route, Keokuk, Iowa, to Warsaw, Ill. (6.37 miles), covered by closed pouches. (See Table C.)

<sup>7</sup> West Division, Peoria, Ill., to Keokuk, Iowa (111.50 miles).

<sup>8</sup> New service Oct. 6, 1888, curtailing San Bernardino and National City. Balance of route 46037 covered by Albuquerque and Los Angeles and San Bernardino and Oceanside R. P. O.'s. Balance of route 46055 covered by San Bernardino

and Orange R. P. O. For cars see Albuquerque and Los Angeles. Cars run from Albuquerque, N. Mex., to National City, Cal.

<sup>9</sup> Route 46014 covered by El Paso, Tex., and Los Angeles, Cal., and San Francisco and Los Angeles R. P. O.'s; additional to San Francisco and Los Angeles between Saugus Junction and Los Angeles.

<sup>10</sup> New service on routes 46067 and 46068 established June 29, 1889; reported last year as Los Angeles and Santa Anna R. P. O. Balance of route 46017 (7.05 miles) closed-pouch service. (See Table C.—Miraflores and Santa Anna.)

<sup>11</sup> Covered by Cincinnati and Nashville R. P. O. (12 n. miles).

<sup>12</sup> R. P. O. service established July 16, 1888, between Louisville and Harrodsburgh, Ky.; distance, 84.80 miles. November 27, 1888, service extended to Burgin, Ky.; increase in distance, 4.79 miles.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- 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.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
1, 112	July 1, 1888	420.16	323.10	16	51,686	82.83	2	15 1	9 3	2	1	2
2, 020	July 1, 1888	1229.88	129.40	6	21,639	132.47	2	16 0	8 6	3	1	3
69, 420	July 1, 1889	1232.40	132.40	6	123,989		2	12 0	8 6			
1, 551	July 1, 1884	10528.15	10427.11	0	107,028	114.34	2	32 0	8 9	3	2	8
1, 607	July 1, 1887	526.12	427.75				1	28 2	8 8			
2, 840	July 1, 1889	323.78	226.12	6	69,576	111.50	1	32 4	8 9	2	1	
		829.46	427.66	7	97,878	134.08				2	1	2
1, 495	July 1, 1889	333.50	425.80									
681	July 1, 1888	321.26	422.02									
1, 201	June 20, 1888	4131.47	4226.26	7	83,381	114.22	1	15 10	9 0	2	1	2
3, 880	July 1, 1886	2825.40	2727.66				1	15 0	9 0			
598	July 1, 1886	3919.92	4021.32		37,340	102.30	1	8 4	6 11	1	1	1
		3919.92	4021.32									
130	July 1, 1889	3922.10	4024.55									
19, 504	July 1, 1884	824.64	915.60	6	36,279	116.28	1	12 0	8 0	1	1	1
391	July 1, 1884	813.56	911.10	6								
201	July 1, 1884	810.80	912.78	6								
646	July 1, 1889	125.32	222.92	6	52,856	90.14	3	14 10	8 8	2	1	3
249	July 1, 1884	127	227	6								
		10123.64	10223.98	6	40,932	143.90	153	16 0	8 10	2	1	2
1, 567	July 1, 1888	1123.46	621.96	6	77,426	124.08	174	10 6	7 5	2	1	12
717	July 1, 1888	1121.60	623.60	6								
18, 913	July 1, 1888	2325.44	2425.44	7	147,672	134.33	2	18 5	9 0	273	1	7
2, 362	July 1, 1888	2329.70	2629.70	7	195,545		2	15 0	9 0	541	1	
		2329.76	2423.40	7								
		2531.56	2625.44	6								
1, 039	July 1, 1888	2521.87	2624.60	7								
1, 834	July 1, 1888	125.81	226.40	7	166,542	114.07	267	15 3	9 0	4	1	4
							2	11 9	9 0			
							1	14 8	9 0			

<sup>12</sup> Closed-pouch service on route 20021, Harrodsburgh to Harrodsburgh Junction, Ky., previous to November 27, 1888. (See Table C.)

<sup>14</sup> R. P. O. service established between Louisville and Owensborough, Ky., January 7, 1889. (112.81 miles). February 18, 1889, service extended to Henderson, Ky., increasing distance (29.70 miles.)

<sup>15</sup> One car in reserve.

<sup>16</sup> Covered by Louisville and St. Louis R. P. O. (74.90 miles).

<sup>17</sup> Two cars in reserve.

<sup>18</sup> Clerks act as helpers to Louisville and St. Louis R. P. O. train 1 between Louisville, Ky., and Huntingburgh, Ind.

<sup>19</sup> Balance of route covered by closed-pouch service between Jasper and Huntingburgh, Ind.,

distance, 6.97 miles. (See Table C.)

<sup>20</sup> Covered by Cincinnati and Nashville R. P. O. (29.70 miles).

<sup>21</sup> Clerks on day line run on trains Nos. 23 and 24 between Louisville, Ky., and Jellico, Tenn. (202.29 miles).

<sup>22</sup> Day line.

<sup>23</sup> Clerks on night line run on trains Nos. 25 and 26 over whole line, thus making double daily service between Louisville, Ky., and Jellico, Tenn.

<sup>24</sup> Night line.

<sup>25</sup> Remainder of route shown on Paducah and Memphis R. P. O. (165.10 miles).

<sup>26</sup> This also includes cars on the Paducah and Memphis R. P. O. (All cars running through between Louisville, Ky., and Memphis, Tenn.)

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.
Louisville, Ky., and St. Louis, Mo. <sup>1</sup>	5	<i>Miles.</i> 268.61	Louisville, Ky., Oakland City, Ind. (Louis, Evans and St. L.). Oakland City, Ind., Mount Vernon, Ill. (Louis, Evans and St. L.). Mount Vernon, East St. Louis, Ill. (Louis and Nash.).	22048 22023 22032	99.29 88.63 ( <sup>9</sup> )
Louisville and Springfield, Ky.	5	60.74	Louisville, Trummetton, Ky. (Louis and Nash.). Trummetton, Springfield, Ky. (Louis and Nash.).	20065 20006	( <sup>9</sup> ) 36.74
Loup City and Grand Island, Nebr.	6	61.20	Loup City, St. Paul, Nebr. (Om. and Rep. Vall.). St. Paul, Grand Island, Nebr. (Om. and Rep. Vall.).	24033 24015	39.59 ( <sup>9</sup> )
Lowell and Ayer, Mass. ....	1	16.98	Lowell, Ayer, Mass. (Bos. and Me. Low. Sys.).	3020	17.93
Lowell and Taunton, Mass. ....	1	62.01	Lowell, South Frammingham, Mass. (Old Col., North'n Div.). South Frammingham, Taunton, Mass. (Old Col., North'n Div.).	3049 30631	29.44 32.26
Ludington, Mich., and Toledo, Ohio. <sup>2</sup>	9	278.59	Ludington, Monroe, Mich. (F. and P. M.). Monroe, Mich., Toledo, Ohio (L. S. and M. S.).	24015 24001	254.41 ( <sup>9</sup> )
Lula and Athens, Ga. ....	4	38.56	Lula and Athens, Ga. ....	15025	39.58
Lynchburgh, Va., and Bristol, Tenn.	3	204.48	Lynchburgh, Va., Bristol, Tenn. (Norfolk and Western).	11013	204.40
Lynchburgh and Pocahontas, Va.	3	171.95	Lynchburgh, New River Depot, Va. (Norfolk and Western). New River Depot, Pocahontas, Va. (Norfolk and Western).	11013 11033	( <sup>10</sup> ) 73.69
Lyons, N. Y., and Sayre, Pa. ....	2	92.22	Lyons, N. Y., and Sayre, Pa. (G. I. and S.).	6072	92.58
McCook, Nebr., and Denver, Colo.	6	255.53	McCook, Nebr., Denver, Colo. (B. and M. R. in Nebr.).	1034009	255.30
McCool Junction and Fairbury, Nebr.	6	50.61	McCool Junction, Fairbury, Nebr. (K. City and Om.).	24034	50.62
McLeansborough and Shawneetown, Ill.	6	41.22	McLeansborough, Shawneetown, Ill. (Louis and Nash.).	23078	41.22
McPherson and El Dorado, Kans.	7	62.17	McPherson, El Dorado, Kans. (Ft. S. W. and W.).	33046	62.17
Mackinaw City and Detroit, Mich. <sup>10</sup>	9	291.23	Mackinaw City, Detroit, Mich. (Mich. Cent.).	24013	291.29
Mackinaw City and Grand Rapids, Mich. <sup>11</sup>	9	226.30	Mackinaw City, Grand Rapids, Mich. (G. R. and L.).	224018	128.58
Mackinaw City and Houghton, Mich. <sup>12</sup>	10	252.65	Point St. Ignace (n. o.), Marquette, Mich. (Dud., So. Shore and Atl.). Marquette, Houghton, Mich. (Marq. Ho. and Ontonagon).	24051 24040	151 94.83

<sup>1</sup> Louisville, Huntingburgh, and Evansville R. P. O. clerks act as helpers to this R. P. O., between Louisville, Ky., and Huntingburgh, Ind. (74.90 miles), on train No. 1.

<sup>2</sup> Clerks act as helpers to Nashville and St. Louis R. P. O. on west trips between Mount Vernon, Ill., and St. Louis, Mo., and on east trips between St. Louis, Mo., and Belleville, Ill.

<sup>3</sup> Covered by Nashville and St. Louis R. P. O. (76.29 miles).

<sup>4</sup> Covered by Cincinnati and Nashville R. P. O. (22.10 miles).

<sup>5</sup> Distance (21.60 miles) covered by Ord and Grand Island, Nebr., R. P. O.

<sup>6</sup> Balance of route covered by Boston, Clinton and Fitchburg R. P. O. (40.47 miles), and closed-pouch service between Taunton and New Bedford, Mass. (20.91 miles). (See Table C.)

<sup>7</sup> Reserve cars.

<sup>8</sup> Runs on route 24001, Monroe, Mich., to Toledo, Ohio (24.47 miles). In connection with the Manistee and East Saginaw and Bay City, Wayne and Detroit R. P. O., gives double service between Manistee Junction and Wayne, Mich. (210.33 miles), daily, except Sunday.

<sup>9</sup> Shown in report of Detroit and Toledo R. P. O. night line.

<sup>10</sup> One car held in reserve.

<sup>11</sup> Two clerks detailed to the Bay City, Wayne and Detroit R. P. O.; 3 clerks detailed to the Manistee and East Saginaw R. P. O.; 1 of these clerks alternates between the Manistee and East Saginaw and East Saginaw and Howard City R. P. O.

<sup>12</sup> One reserve car.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- 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.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,567	July 1, 1888	125.20	224.24	7	100,085	134.30	3	14 0	9 6	4	1	34		
858	July 1, 1888	126.58	228.92	7										
717	July 1, 1888	124	225.43	7										
18,913	July 1, 1888	4119.50	4224.12	6	37,902	121.48	1	16 6	7 0	1	1	1		
354	July 1, 1888	4118.84	4219.20	6										
390	Mar.30,1887	8424.40	8323.70	6	38,189	122.40	1	17 3	6 10	1	1	1		
749	Mar.30,1887	8228.80	8123.56											
444	July 1, 1889	40325.47	40626.37	6	10,595	67.92	1	11 2	7 0	1	1	1		
		40922.63	41025.47	6	10,595									
2,289	July 1, 1889	96730.60	2225.46	6	38,694	124.02	1	13 2	6 2	1	1	2		
		24330.60	47228.11	6	38,694		1	12 0	7 0	1	1			
1,611	July 1, 1889	96729.77	2230.72				21	14 0	7 0					
		24526.15	47225.77				21	15 0	8 6					
2,653	July 1, 1884	324.32	425.33	6										
4,631	July 1, 1884	10929.40	11932.66	6	173,840	139.29	103	22 2	8 11	4	1	109		
658	July 1, 1888	5021.2	5321.2	6	24,227	77.16	1	9 8	8 7	1	1	1		
							125	11 3	7 0					
8,433	July 1, 1889	326.90	429.49	7	140,270	102.24	125	40 0	8 10	4	2	144		
		127.20	231.22	7	140,270	102.24	2	40 0	8 10	4	1			
8,433	July 1, 1889	1525.17	1627.67	6	107,297	114.63	2	18 3	8 7	3	1	3		
							161	15 6	8 6					
1,259	July 1, 1889	2325.07	2220.45											
1,118	July 1, 1889	10926.34	10229.11	6	57,545	92.22	172	15 9	8 8	2	1	2		
3,479	July 1, 1886	229.71	430.91	7	186,537	170.35	2	14 0	9 0	3	1	3		
228	July 1, 1888	726.40	825.30	6	31,580	101.22	1	12 2	7 6	1	1	1		
173	July 1, 1887	8114.13	80 8.07	6	25,721	82.44	1	8 0	6 6	1	1	1		
149	Mar.30,1887	46815.44	46715.44	7	45,384	124.34	1	16 7	8 10	1	1	1		
1,057	July 1, 1884	9223.20	9123.07	6	181,728	128.47	3	18 11	9 1					
		20432.20	20124.51	7	212,598	145.61	1	15 6	9 1	8	1	8		
		9421.61	9324.51											
1,831	July 1, 1884	626.11	630.17	6	141,211	113.15	103	22 0	8 10	4	1	210		
829	July 1, 1888	124.73	224.73	7	184,434	120.37	294	25 0	9 0	4	1	4		
							293	12 0	7 2					
743	Apr.16,1884	120.50	220.14				261	14 0	8 9					

<sup>13</sup> These cars in use between Lynchburgh, Va., and Chattanooga, Tenn.<sup>14</sup> Two transfer clerks at Lynchburgh, Va.<sup>15</sup> 96 50 miles covered by the Lynchburgh and Bristol R. P. O.<sup>16</sup> In reserve.<sup>17</sup> One car in reserve.<sup>18</sup> Balance of route (132.07 miles) covered by Omaha and McCook, Nebr., R. P. O.<sup>19</sup> Double service whole length of line daily, except Sunday.<sup>20</sup> Trains 94 and 202 and 93 and 203 perform daily service.<sup>21</sup> In connection with the 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.

<sup>22</sup> Balance of route (240.68 miles) covered by Cadillac and Fort Wayne R. P. O.<sup>23</sup> One clerk assigned as chief clerk at Grand Rapids, Mich.; one clerk assigned as transfer clerk at Grand Rapids, Mich.; four clerks assigned to Cadillac and Fort Wayne R. P. O.<sup>24</sup> Reported last year as Marquette and Houghton R. P. O.; service extended to Mackinaw City, Mich., July 23, 1888, increasing distance 155 miles.<sup>25</sup> One in reserve.<sup>26</sup> In reserve at Marquette, Mich.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>Italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Macon, Ga., and Birmingham, Ala.	4	258.13	Macon, Columbus, Ga. (S. W. R. R.).....	15011	101.05
			Columbus, Ga., Opelika, Ala. (Sav. and West. R. R.)..	17007	29.58
			Birmingham, Opelika, Ala. (Sav. and West. R. R.)..	17016	129.12
Macon and Savannah, Ga.....	4	192.41	Macon, Savannah, Ga. (Cent. R. R.) .....	15010	191.57
Macon, Ga., Troy, Ala.....	4	185.77	Macon, Columbus, Ga. (S. W. R. R.) .....	15011	( <sup>1</sup> )
			Columbus, Ga., Troy, Ala. (Mob. and Gir. R. R.)..	17008	85.65
Macon and Valdosta, Ga.....	4	153.40	Macon, Valdosta, Ga. (Ga. South. and Fla. R. R.)..	15058	153.40
Madison and Benedict, Kans....	7	45.65	Madison, Benedict, Kans. (C. K. and W.)..	33069	45.65
Madison, Wis., and Freeport, Ill.	10	63.16	Madison, Wis., Freeport, Ill. (Ill. Cent.) ..	23103	63.16
Manchester, N. H., Lawrence and Boston, Mass.	4	53.85	Manchester, N. H., Lawrence, Mass. (Bos. and Me., Man. and Law. Div.)..	3003	27.07
			Lawrence, Boston, Mass. (Bos. and Me.)...	43011	( <sup>2</sup> )
Manchester and Peterboro', N. H.	1	63.37	Manchester, Concord, N. H. (Concord).....	41001	( <sup>3</sup> )
			Concord, Concord, N. H. (Bos. and Me. Low Sys.)..	41009	( <sup>4</sup> )
			Concord, Peterboro', N. H. (Bos. and Me. Low Sys.)..	1910	32.72
Mandan, Dak., and Spokane Falls, W. T. <sup>10</sup>	10	1061.00	Mandan, Dak., Missoula, Mont. (Nor. Pac.)..	126001	804.02
			Missoula, Mont., Spokane Falls, Wash. (Nor. Pac.)..	143000	257.60
Manhattan and Burlingame, Kans.	7	57.27	Manhattan, Burlingame, Kans. (M., A. and B.)..	33034	57.27
Manistee and East Saginaw, Mich. <sup>11</sup>	9	148.13	Manistee, Manistee Junction, Mich. (F. and P. M.)..	24045	27.12
			Manistee Junction, East Saginaw, Mich. (F. and P. M.)..	24015	( <sup>12</sup> )
Mankato and Wells, Minn. ....	10	38.26	Mankato, Wells, Minn. (Chi., Mil. and St. P.)..	26024	38.30
Manilla, Iowa, and Mitchell, Dak.	10	228.25	Manilla, Sioux City, Iowa (Chi., Mil. and St. P.)..	27098	90.70
			Sioux City, Iowa, Mitchell, Dak. (Chi., Mil. and St. P.)..	35001	138.18
Maquoketa and Davenport, Iowa.	6	43.85	Maquoketa, Davenport, Iowa (Chi., Mil. and St. P.)..	27018	43.97
Marietta and Sharpsburgh, Ohio.	5	34.94	Marietta, Big Run, Ohio (Marietta Minn. and Nor.)..	21096	25.04
			Big Run, Sharpsburgh, Ohio (Mar., Col. and Nor.)..	21064	9.90
Marion, Ohio, and Chicago, Ill.	5	270.13	Marion, Chicago Junction (n. o.), Ind. (Chicago and Atlantic) ..	21090	250.70
Marion and Council Bluffs, Iowa.	6	261.90	Marion, Council Bluffs, Iowa (Chi., Mil. and St. P.)..	27028	262.47
Marion and Running Water, Dak.	10	62.72	Marion, Running Water, Dak. (Chi., Mil. and St. P.)..	27025	62.42

<sup>1</sup> One reserve car.<sup>2</sup> One detailed as transfer clerk, Macon, Ga.; one detailed as transfer clerk, Savannah, Ga.<sup>3</sup> 101 miles reported as Macon and Birmingham R. P. O.<sup>4</sup> Balance of route covered by Portland and Boston R. P. O. (89.33 miles). These clerks double the route between Manchester, N. H., and Lawrence, Mass.<sup>5</sup> Covered by Portland and Boston R. P. O. (27 miles).<sup>6</sup> Balance of route covered by St. Albans and Boston R. P. O. (18.02 miles).<sup>7</sup> Covered by St. Albans and Boston R. P. O. (18.26 miles).<sup>8</sup> Balance of route covered by Claremont and Bos-

ton R. P. O. (42.93 miles), and closed-pouch service between Claremont and Claremont Junction (2.02 miles). (See Table C.)

<sup>9</sup> Covered by Claremont and Boston R. P. O. (11.97 miles). This clerk runs in the same car with Claremont and Boston clerk between Concord and Manchester, N. H.<sup>10</sup> Reported last year on Mandan, Dak., and Helena, Mont., and Portland, Oregon, R. P. O.'s.<sup>11</sup> Balance of route (476 miles) covered by St. Paul, Minn., and Mandan, Dak., R. P. O.<sup>12</sup> East Division, Mandan, Dak., to Forsyth, Mont.<sup>13</sup> Cars run through to Portland, Oregon, via Tacoma, Wash., over routes 43002, 43011, 43005 and 43001.



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. In.</i>			
509	July 1, 1888	325	426.1	7	188,434	129.06	2	12 9	9 0	4	1	4		
426	July 1, 1889	321.9	422.2	7										
3,664	July 1, 1888	227.9	128.7	7	140,450	128.27	2	24 9	9 3	3	1	25		
599	July 1, 1888	121	221	6	115,920	123.84	1	15 3	9 0	3	1	4		
709	July 1, 1888	118.8	218.5											
		120.9	222.2	6	95,721	153.4	2	12 0	7 0	2	1	2		
122	July 1, 1888	274 13.04	273 13.04	6	28,486	91.30	1	6 1½	7 2	1	1	1		
716	July 1, 1889	31 24.61	30 25.48	6	39,412	126.32	1	15 0	7 3	1	1	1		
1,219	July 1, 1889	256 21.75	724.75	6	33,602	80.37	2	10 2	7 0	2	1	2		
4,739	July 1, 1885	252 24.37	253 25.15	6	10,848									
		256 25.30	726.12											
13,788	July 1, 1889	12 28.41	75.27	6	39,542	126.74	1	9 0	7 0	1	1	1		
1,083	July 1, 1889	12 15.94	75.20.40				1	10 0	7 0					
619	July 1, 1889	12 19.81	75.15.09											
11,448	July 1, 1888	123.17	224.34	7	774,530	1235.64	10	30 0	9 1	5	1	1418		
						1234	161	30 0	9 1	5	1			
7,068	July 1, 1880	122.73	222.23			127.30				6	1			
430	July 1, 1886	154 15.62	153 14.94	6	35,736	114.54	1	9 11½	6 4½	1	1	1		
901	July 1, 1884	705 24.42	706 24.42	6										
2,653	July 1, 1884	533.68	622.37	6	92,433	98.75	2	22 2	8 11	3	1	(20)		
254	July 1, 1887	24 22.80	21 22.80	6	238,74	76.52	1	13 9	7 1½	1	1	1		
1,727	June 21, 1888	1 27.27	4 27.27	6	142,428	114.12	1	25 0	9 3	4	1	4		
83	Mar. 30, 1887	1 23.02	4 24.64				1	26 0	9 3					
291	July 1, 1887	58 22.90	57 21.66	6	27,362	87.70	1	14 10	7 6	1	1	1		
177	July 1, 1888	6 16.32	1 17.28	6	21,803	69.88	2	8 3	6 9	1	1	1		
		6 18	1 18	6										
783	July 1, 1888	1 24.24	10 25.80	6	168,561	135.06	2½	21 8	9 0	4	1	4		
2,240	July 1, 1887	8 25.98	2 23.30	6	163,425	130.95	1	26 0	9 3	4	1	4		
							1	23 7	9 4					
3,402	July 1, 1887	41 14.97	40 13.36	6	39,137	125.45	1	12 1	7 2	1	1	1		

<sup>12</sup> Two helpers between Mandan and Dickinson, Dak.<sup>13</sup> Middle Division, Forsyth to Helena, Mont.<sup>14</sup> In reserve at Helena, Mont.<sup>15</sup> West Division, Helena, Mont., to Spokane Falls, Wash.<sup>16</sup> Balance of route (144.00 miles) covered by Spokane Falls, Wash., and Portland, Oregon, R. P. O.<sup>17</sup> Runs on route 24015, Manistee Junction to East Saginaw, Mich. (119.83 miles), and in connection with Bay City, Wayne and Detroit, and Ludington and Toledo R. P. O.'s gives double service between Manistee Junction and Wayne, Mich. (210.33 miles), daily, except Sunday.<sup>18</sup> Clerks appointed to Ludington and Toledo R. P. O.<sup>19</sup> Shown in report of Ludington and Toledo R. P. O.<sup>20</sup> Balance of route, Big Run to Stewart, Ohio, covered by closed pouches; distance, 4.86 miles. (See Table C.)<sup>21</sup> Balance of route (20.70 miles) not paid for by Department.<sup>22</sup> One car in reserve.<sup>23</sup> Balance of route (89.00 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.<sup>24</sup> Balance of route (287.64 miles) covered by Calmar, Iowa, and Chamberlain, Dak., 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>			
Marshalltown and Story City, Iowa.	6	39.55	Marshalltown, Story City, Iowa (Central Iowa).	27079	59.14
Mason City and Albia, Iowa...	6	169.55	Mason City, Albia, Iowa (Central Iowa)...	27010 (part)	170.21
Mason City and Fort Dodge, Iowa.	6	73.05	Mason City, Fort Dodge, Iowa (Mason City and Ft. Dodge).	27097	73.05
Maysville and Paris, Ky., and Cincinnati, Ohio.	5	130.69	Maysville, Paris, Ky. (Ky. Cent'l).....	20015	50.29
			Paris, Ky., Cincinnati, Ohio (Ky. Cent'l) ..	20002 (part)	(9)
Meadville and Oil City, Pa. ....	2	36.62	Meadville, Oil City, Pa. (N. Y., Pa. and O.).	8043	36.67
Memphis, Tenn., and Bald Knob, Ark. <sup>4</sup>	11	93.71	Memphis, Tenn., Bald Knob, Ark. (St. L., I. M. and S.).	20023	93.71
Memphis, Tenn., and Grenada, Miss.	4	101.60	Memphis, Tenn., Grenada, Miss. (Miss. and Tenn. R. R.).	18092	100.37
Memphis, Tenn., and New Orleans, La. <sup>7</sup>	4	.....	Memphis, Tenn., New Orleans, La. (Louis., N. O. and Tex. Rwy.).	18019	455.60
Northern Division.....		221.48			
Southern Division.....		235.06			
Short run.....		88.80			
Memphis, Tenn., and Little Rock, Ark. <sup>10</sup>	11	136	Memphis, Tenn., Little Rock, Ark. (M. and L. L.).	25001	135.90
Mendota and Centralia, Ill. ....	6	211.99	Mendota, Centralia, Ill. (Ill. Central).....	122021 (part)	211.48
Mendota and Fulton, Ill. ....	6	65.26	Mendota and Fulton, Ill. (Chi., Bur. and Qry.).	23013	64.82
Menominee, Mich., and Milwaukee, Wis. <sup>12</sup>	10	180.85	Menominee, Mich., Ft. Howard, Wis. (Chi. and No. West.).	24031 (part)	(24)
			Ft. Howard Fond du Lac, Wis. (Chi. and No. West.).	25009 (part)	(25)
			Fond du Lac, Milwaukee, Wis. (Chi. and No. West.).	25012 (part)	(26)
Meridian, Miss., and New Orleans, La.	4	196.30	Meridian, Miss., New Orleans, La. (N. O. and N. E. R. R.).	18016	196.30
Meridian, Miss., and Shreveport, La.	4	312.56	Meridian, Vicksburg, Miss. (V. and M. R. R.).	18003	140.70
			Vicksburg, Miss., Shreveport, La. (V., S. and P. R. R.).	30008	172.66
Merrill and Tomah, Wis. ....	10	107.50	Merrill, Tomah, Wis. (Chi., Mil. and St. Paul).	1025031 (part)	108.97
Mexico and Cedar City, Mo. ....	7	50.34	Mexico, Cedar City, Mo. (C. and A.).	28021 (part)	50.34
Michigan City and Indianapolis, Ind.	5	161.18	Michigan City, Indianapolis, Ind. (Lake Erie and West.).	22004	161.77
Michigan City and Monon, Ind.	5	59.80	Michigan City, Monon, Ind. (Louis., N. Alb. and Cleve.).	22028 (part)	59.57
Middleton, Tenn., Pontotoc, Miss.	4	62.68	Middleton, Tenn., Pontotoc, Miss. (S. I. Rep. and Ky. R. R.).	18008	62.68
Middletown and New York, N. Y.	2	59.78	Middletown, N. Y., Jersey City, N. J. (N. Y., S. and W.).	7037	58.40
Millerton and Dutchess Junction, N. Y.	2	57.97	Millerton, Dutchess Junction, N. Y. (N., D. and C.).	6085	57.96
Milton and Stockton, Cal. ....	8	50.03	Milton, Stockton, Cal. (Stockton and Cop-pelopoli R. R.).	46012	50.49
Milwaukee, Wis., and Chicago, Ill.	10	86.14	Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.).	23001	85.46

<sup>1</sup> Balance of route, Lyle, Minn., to Mason City, Iowa (28.50 miles), covered by closed pouches. (See Table C.)

<sup>2</sup> One of these cars in reserve.

<sup>3</sup> Covered by Cincinnati and Livingston R. P. O. (0.75 miles).

<sup>4</sup> Established August 20, 1888.

<sup>5</sup> Reserve.

<sup>6</sup> One reserve car.

<sup>7</sup> This line divided at Vicksburg, with additional service between New Orleans and Baton Rouge on trains 5 and 6.

<sup>8</sup> Two reserve cars.

<sup>9</sup> One detailed assistant chief clerk, New Orleans; one detailed transfer clerk, Vicksburg.

<sup>10</sup> Double service established June 15, 1889.

<sup>11</sup> Balance of route (131.79 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
105	July 1, 1887	35	14.68	36	10.21	6	24,679	79.10	1	7 0	7 6	1	1	1
1,652	July 1, 1887	2	21.70	1	22.67	6	105,799	113.03	<sup>2</sup> 22	22 0	9 6	3	2	6
276	June 20, 1888	1	26.55	2	24.34	6	45,583	146.10	1	11 6	7 1	1	1	1
762	July 1, 1884	10	19.20	11	20.40	6	81,551	130.60	1	12 0	9 6	2	1	2
2,694	July 1, 1888	10	28.14	11	26.28	6			1	11 0	8 7			
608	July 1, 1889	93	25.58	94	25.58	6	22,850	73.24	1	16 0	7 0	1	1	1
517	July 1, 1889	613	21.62	612	22.19	7	58,849	98.71	1	24 10	8 10	2	1	2
1,302	July 1, 1888	2	23.8	1	25.5	7	74,168	101.10	<sup>1</sup> 18	18 8	9 3	2	1	2
1,632	July 1, 1888								<sup>1</sup> 12	12 2	9 2			
									<sup>1</sup> 16	16 0	9 2			
		7	24.5	8	23.8	7	161,665	110.73	7	15 5	9 3	4	1	11
		3	23.7	4	23.7	7	171,593	117.50	( <sup>9</sup> )			4	1	( <sup>9</sup> )
		5	24.8	6	24.8	6	55,766	177.60				1	1	
3,194	July 1, 1886	1	23.82	2	19.75	7	103,360	136	2	22 8	8 6	2	1	4
		3	21.60	4	22.50	7		136	1	17 0	7 8	2	1	
4,579	July 1, 1887	3	22.45	2	24.16	6	132,282	105.99	<sup>1</sup> 17	17 0	7 8	4	2	11
435	July 1, 1887	29	22.87	28	21.02	6	40,722	130.52	2	41 4½	9 0	2	1	1
4,029	July 1, 1888	4	21.72	3	18.89	6	112,850	180.85	1	22 0½	9 5½	2	1	2
7,499	July 1, 1887	144	24.55	141	25.35				1	20 1	9 2½			
6,119	July 1, 1887	12	30.38	61	31.65									
1,593	July 1, 1888	1	31.8	6	26.7	7	143,299	130.83	2	50 0	9 4	3	1	14
2,207	July 1, 1888	1	23.6	2	21.1	7	228,168	104.15		42 2	9 5	6	1	6
583	Feb. 1, 1885	1	18.9	2	19.7	7								
684	July 1, 1889	2	25.30	3	25.50	6	67,080	107.50	1	20 8	8 11	2	1	2
397	July 1, 1887	138	16.81	137	14.44	6	31,412	100.68	1	23 1	9 5			
1,382	July 1, 1888	11	23.28	10	22.80	6	100,570	107.45	<sup>1</sup> 17	17 6	9 0	1	1	1
947	July 1, 1888	11	24.66	12	25.56	6	37,315	119.60	<sup>1</sup> 25	25 8	8 9	3	1	3
180	July 1, 1889	2	12	1	12	6	39,112	125.26	<sup>1</sup> 18	18 3	9 0	1	1	1
817	July 1, 1889	12	25.87	1	26.46	6	50,023	134.30	<sup>1</sup> 17	17 3	9 0	1	1	1
									1	8 6	6 0	1	1	1
670	July 1, 1889	51	20.82	54	19.75	6	30,173	115.94	<sup>1</sup> 14	14 0	5 6	<sup>2</sup> 1	1	<sup>2</sup> 1
433	July 1, 1886	5	28.65	8	28.65	6	18,776	60.18	<sup>1</sup> 11	11 0	6 6			
8,986	July 1, 1887	4	28.23	5	30.90	6	53,751	86.14	<sup>1</sup> 10	10 6	4 6	1	1	1
		10	28.33	9	28.33	6	53,751	86.14	<sup>2</sup> 12	12 0	6 6	1	1	1
									1	10 0	8 9	1	1	1
									1	50 0	9 5	2	1	<sup>2</sup> 5
									1	50 0	9 5	2	1	

<sup>12</sup> Two helpers between Mendota and Wapella, Ill. One clerk detailed to transfer duty at Bloomington, Ill.

<sup>13</sup> New service established August 29, 1888.

<sup>14</sup> Distance (51.17 miles) covered by Ishpeming, Mich., and Fort Howard, Wis., R. P. O.

<sup>15</sup> Distance (65.50 miles) covered by Fort Howard, Wis., and Chicago, Ill., R. P. O.

<sup>16</sup> Distance (63.70 miles) covered by Fond du Lac and Milwaukee, Wis., R. P. O.

<sup>17</sup> One transfer clerk, Meridian, Miss.

<sup>18</sup> Balance of route (53.89 miles) covered by Minocqua and Merrill, Wis., pouch service. (See Table C.)

<sup>19</sup> In reserve.

<sup>20</sup> Balance of route covered by Chicago, Monon and Cincinnati R. P. O. (95.61 miles).

<sup>21</sup> Relieved every fourth week by Port Jervis and New York R. P. O.

<sup>22</sup> One car in reserve.

<sup>23</sup> One helper between Chicago and Lake Forest, Ill.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Milwaukee and Lancaster, Wis.	10	168.40	Milwaukee, Montfort, Wis. (Chi. and No. West.). Montfort, Lancaster Junction, Wis. (Chi. and No. West.). Lancaster Junction, Lancaster, Wis. (Chi. and No. West.).	25028 *25025 (part) 25042	146.37 10 12.28
Minneapolis, Hayfield, Minn., and Waterloo, Iowa.	10	202.32	Minneapolis and St. Paul, Minn. (St. P., Minn. and Man.). St. Paul, Lyle, Minn. (Chi., St. P. and K. C.). Lyle, Minn., Waterloo, Iowa (Ill. Central).	26006 (part) 26035 27022	(?) 109.54 82.12
Minneapolis, Minn., and Oakes, Dak.	10	204.94	Minneapolis, Minn., Fairmount, Dak. (Minn., St. P. and S. Ste. M.). Fairmount, Oakes, Dak. (Minn., St. P. and S. Ste. M.).	26038 35034	192.30 72.64
Minneapolis, Minn., and Oregon, Ill.	10	344.27	Minneapolis, St. Paul, Minn. (St. P., Minn. and Man.). St. Paul, Minn., Oregon, Ill. (Chi., Bur. and Nor.).	26006 (part) 23073	(?) 332.31
Missoula and Grantsdale, Mont. <sup>9</sup>	10	51	Missoula, Grantsdale, Mont. (Miss. and Bit. Root Val.).	36008	51
Missouri Valley, Iowa, and Whitewood, Dak.	6	584.70	Missouri Valley, California, Iowa (S. City and Pac.). California, Iowa, Fremont, Nebr. (S. City and Pac.). Fremont, Nebr., Rapid City, Dak. (Fre., Elk. and Mo. Vall.). Rapid City, Whitewood, Dak. (Fre., Elk. and Mo. Vall.).	27029 (part) 27077 34010	(*) 32.61 516.25
Momence, Ill., and Brazil, Ind. <sup>10</sup>	5	130.70	Momence, Ill., Goodland, Ind. (Chic. and Ind. Coal Ry.). Goodland, Attica, Ind. (Chic. and Ind. Coal)	22057 *22028 (part)	34.64 34.62
Monett, Mo., and Paris, Tex.	11	302.07	Attica, Brazil, Ind. (Chic. and Ind. Coal) Monett, Mo., Ft. Smith, Ark. (St. L. and S. F.). Ft. Smith, Ark., Paris, Tex. (St. L. and S. F.).	22031 28039 *28019	62.32 133.44 168.93
Monett, Mo., Vinita, Ind. T.	11	77.74	Monett, Mo., Vinita, Ind. T. (St. L. and S. F.).	*28003	77.80
Monmouth Junction and Mansaquan, N. J.	2	33.18	Monmouth Junction, Jamesburgh, N. J. (Penn'a.). Jamesburgh, Sea Girt, N. J. (Penn'a.)	7005 (part) 7023	*6.10 28.12
Monroe and Adrian, Mich.	9	34.29	Monroe, Adrian, Mich. (L. S. and M. S.).	24002	34.96
Montandon and Bellefonte, Pa.	2	67.64 *61.64	Lewisburgh, Bellefonte, Pa. (Penn'a.)	8007	66.22
Montfort, Wis., and Galena, Ill.	10	56.08	Montfort, Ipswich, Wis. (Chi. and No. West.). Ipswich, Plattville, Wis. (Chi. and No. West.). Ipswich, Wis., Galena, Ill. (Chi. and No. West.).	*25025 (part) 25043 *25025 (part)	21.80 4.38 26.26
Montgomery and Akron, Ala.	4	113.63	Montgomery, Selma, Ala. (West. of Ala. R. R.). Selma, Akron, Ala. (Cin., Se. and Mob. Rwy.).	17002 17006	51.20 67.62

<sup>1</sup> One clerk detailed to transfer duty at Milwaukee, Wis.

<sup>2</sup> Balance of route covered by Montfort, Wis., and Galena, Ill. (47.76 miles), and between Woodman and Lancaster Junction, Wis. (18.53 miles), by closed-pouch service. (See Table C.)

<sup>3</sup> Distance (10.68 miles) covered by Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.

<sup>4</sup> One in reserve.

<sup>5</sup> Distance (10.68 miles) covered by Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.

<sup>6</sup> Two in reserve.

<sup>7</sup> In reserve.

<sup>8</sup> Reported last year as Missoula and Victor pouch

service. Distance increased 15.25 miles Dec. 15, 1888. R. P. O. service established Jan. 10, 1889.

<sup>9</sup> Distance (5.90 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

<sup>10</sup> East Division, Missouri Valley, Iowa, to Long Pine, Nebr. (251.50 miles).

<sup>11</sup> Two helpers on East Division, between Missouri Valley, Iowa, and Wisner, Nebr.

<sup>12</sup> West Division, Long Pine, Nebr., to Whitewood, Dak. (333.20 miles).

<sup>13</sup> Reserve R. P. O. cars paid for between Missouri Valley, Iowa, and Long Pine, Nebr.

<sup>14</sup> Previous to December 27, 1888, this line was known as the La Crosse and Brazil R. P. O. On that date run of clerks was changed to end

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train number taken from division schedules).				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. In.</i>	<i>Ft. In.</i>			
1,276	July 1, 1887	101	23.62	100	25.33	0	105,081	112.26	1 24 0	9 24	3	1	14
662	July 1, 1887	101	27.27	100	22.21				1 24 6½	9 24			
1,073	July 1, 1887	101	21.81	100	24								
4,937	July 1, 1887	4	21.36	7	21.36	6	126,247	134.88	2 25 0	9 5	3	1	3
1,502	July 1, 1887	6	26.79	7	28.53								
1,194	July 1, 1887	15	22.06	16	20.65								
		65	22.68	68	22.77	6	165,322	132.47	43 16 9	7 6	4	1	4
435	July 1, 1888	65	17.85	68	18.14				43 12 1	7 4			
4,937	July 1, 1887	2	21.36	1	21.36	6	214,824	172.13	75 25 0	8 11½	4	1	4
910	July 1, 1887	2	27.69	1	26.56				82 14 6	7 3			
279	July 1, 1889	25	12.24	26	11.54	7	17,544	102	1 17 9	8 10½	1	1	1
7,009	July 1, 1887	3	23.60	4	23.60	7	183,595	125.75	2 50 0	9 3	14	2	1215
4,814	July 1, 1887	3	24	4	25.60	7	243,236	133.28	3 24 0	9 3	135	1	
3,438	Mar. 30, 1887	3	24.79	4	23.18				141 40 0	9 3			
1,741	July 1, 1888	3	22.20	4	22.20								
402	July 1, 1889	1	23.04	2	23.34	6	86,132	130.70	2 14 0	7 3	2	1	2
343	July 1, 1888	1	17.32	2	17.40	6							
306	July 1, 1888	1	17.82	2	16.20	6							
1,430	July 1, 1887	1	23.96	2	23.80	7	162,511	151.03	2 24 0	7 0	6	1	177
686	Oct. 31, 1887	3	22.23	4	21.92	7	97,411	133.50	2 21 0	7 0			
									1 20 0	7 0			
7,334	July 1, 1887	3	21.20	4	21.70	7	56,750	155.48	1 18 6	7 3	1	1	1
1,354	July 1, 1889	380	24	387	13.33	6	212,704	66.36	1 15 0	8 8	1	1	1
541	July 1, 1889	380	25.12	387	23.26	6							
674	July 1, 1884	107	24.90	102	27.66	6	21,397	68.58	1 10 0	6 0	1	1	1
853	Apr. 1, 1889	103	20.13	112	20.13	6	42,201	138.54	1 9 6	6 6	1	1	1
		103	3.93	112	9.84	6							
		24101	9.84	102	9.84	6	31,623						
662	July 1, 1887	120	19.84	121	25.80	0	34,993	112.16	1 14 6½	7 6	1	1	1
									81 10 2	5 11			
151	July 1, 1887	120	12	121	16								
662	July 1, 1887	120	22.28	121	26								
1,635	July 1, 1888	52	30.4	53	30.4	7	82,949	112.63	1 12 0	6 9	2	1	2
460	July 1, 1888	8	13	7	13	7			1 10 6	5 3			

at Mokena, Ill., decreasing distance 25 miles, leaving that part of route. La Crosse to Goodland, Ind., distance 49.39 miles, to be covered by closed-pouch service. (See Table C.)

<sup>18</sup> Double daily service between Monett, Mo., and Ft. Smith, Ark. (133.44 miles).

<sup>17</sup> One helper on trains 3 and 4 between Monett, Mo., and Springdale, Ark. (69.70 miles).

<sup>16</sup> Ft. Smith and Mansfield, Ark., R. P. O. runs over (13.90 miles) of route 29019 between Ft. Smith and Jensen, Ark.

<sup>15</sup> Balance of route covered by St. Louis, Mo., and Halstead, Kans., R. P. O. Distance between Pierce City, Mo., and Vinita, Ind. T., that portion of route between Monett and Pierce City,

Mo., covered by St. Louis, Mo., and Halstead, Kans., R. P. O.

<sup>20</sup> 47.58 miles covered by South Amboy and Philadelphia R. P. O.

<sup>21</sup> Clerk runs to Trenton, N. J., in the morning without compensation.

<sup>22</sup> Cars and clerks shown on route 7065.

<sup>23</sup> Short run between Montandon and Lewistown.

<sup>24</sup> Double daily service between Montandon and Lewistown.

<sup>25</sup> Balance of route covered by Milwaukee and Lancaster, Wis., R. P. O. (16 miles), and between Woodman and Lancaster Junction, Wis. (18.53 miles), by closed pouches. (See Table C.)

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Montgomery and Luverne, Ala.	4	51.69	Montgomery, Luverne, Ala. (Montg. South. Rwy.).	17027	51.69
<i>Montgomery, Ala., and New Orleans, La.</i>	4	321.85	Montgomery, Mobile, Ala. (L. and N. R. R.).	17012	179.34
			Mobile, Ala., New Orleans, La. (L. and N. R. R.).	17013	140.06
Montrose and Tunkhannock, Pa.	2	29.16	Montrose, Tunkhannock, Pa. (Montrose) ..	8078	29.11
Morgantown and Fairmont, W. Va.	3	25.88	Morgantown, Fairmont, W. Va. (Balto. and Ohio).	12017	25.95
Mound House, Nev., and Keeler, Cal.	8	160.72	Mound House, Nev., Keeler, Cal. (Carson and Colorado R. R.).	45004	293
		141	Belleville Junction (n.o.), Nev., Keeler, Cal. (Carson and Colorado).	45006	7.89
Mount Airy, N. C., and Bennettsville, S. C.	3	224.84	Mount Airy, N. C., Bennettsville, S. C. (C. F. and Y. V.).	13011	223.19
Mount Carmel and Sunbury, Pa.	2	27.47	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 No. West.).	28018 (part)	50.86
Mount Pleasant and Sherman, Tex.	11	110.10	Mount Pleasant, Sherman, Tex. (St. L., Ark. and Tex.).	31000	110.10
Mulvane and Englewood, Kans.	7	166.79	Mulvane, Englewood, Kans. (C. K. and W.).	33008	166.79
Murphy, N. C., and Marietta, Ga.	4	110	Murphy, N. C., Marietta, Ga. (M. and N. G. R. R.).	15030	110
Muscatine and Montezuma, Iowa.	6	96.87	Muscatine, What Cheer, Iowa (Bur., C. Rap. and North.).	27004	76.62
			Thornburgh, Montezuma, Iowa (Bur., C. Rap. and North.).	27065	16.32
Muskegon and Allegan, Mich. <sup>1</sup>	9	60.00	Holland, Allegan, Mich. (C. and W. M.).	24023	24.61
			Muskegon, Holland, Mich. (C. and W. M.).	24022 (part)	( <sup>2</sup> )
Nashville and Chattanooga, Tenn.	5	151.54	Nashville, Chattanooga, Tenn. (Nash., Chatt. and St. L.).	19004	151
Nashville, Tenn., and Hickman, Ky.	5	169.56	Nashville, Tenn., Hickman, Ky. (Nash., Chatt. and St. L.).	19007	171.16
Nashville and Hope, Ark. <sup>12</sup>	11	27.53	Nashville, Hope, Ark. (Ark. and La.).	29009	27.53
Nashville, Tenn., and Hopkinsville, Ky.	5	71.76	Nashville, Tenn., Hopkinsville, Ky. (Louis. and Nash.).	23032 (part)	( <sup>13</sup> )
<i>Nashville, Tenn., and Montgomery, Ala.</i>	5	306.13	Nashville, Tenn., and Decatur, Ala. (Louis. and Nash.).	19006	121.75
			Decatur, Montgomery, Ala., (Louis. and Nash.).	17064	183.86
<i>Nashville, Tenn., and St. Louis, Mo.</i>	5	318.14	Nashville, Tenn., East St. Louis, Ill. (Louis. and Nash.).	23032	318.78
Nashville, Tenn., and Sheffield Ala. <sup>14</sup>	5	133.07	Nashville, Columbia, Tenn. (Louis. and Nash.).	19006 (part)	( <sup>15</sup> )
			Columbia, Tenn., Sheffield, Ala. (Nash. and Florence).	19017	86.85

<sup>1</sup> Mail carried in baggage car.<sup>2</sup> One detailed as transfer clerk, Montgomery, Ala.<sup>3</sup> One car in reserve.<sup>4</sup> Seven round trips per week, Mound House to Candelaria, Nev. Three round trips per week, Belleville Junction, Nev., to Keeler, Cal. Clerks alternate every four weeks.<sup>5</sup> In reserve.<sup>6</sup> Lehigh Valley R. R. car.<sup>7</sup> Balance of route (138.41 miles) covered by Burlington, Iowa, and St. Louis, Mo., R. P. O. Runs on route 24022, Muskegon to Holland, Mich. (35.60 miles), and in connection with

Big Rapids and Holland R. P. O. gives double service between these points daily, except Sunday.

<sup>8</sup> Shown in report of Big Rapids and Holland R. P. O.<sup>10</sup> Double service over whole line, trains Nos. 1 and 2 daily; trains Nos. 5 and 6 daily, except Sunday.<sup>11</sup> Two helpers between Nashville and Union City, Tenn. (distance 153.00 miles), daily, except Sunday.<sup>12</sup> Double daily service.<sup>13</sup> Covered by Nashville and St. Louis R. P. O. (72.21 miles).

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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>			
76	Apr. 13, 1887	111.3	211.4	6	32,254	103.38						1	1	1
10,408	July 1, 1888	129	234.6	7	460,001	160.92	3	49 4	9 2	8	2	17		
9,750	July 1, 1888	327.3	430	7			1	50 0	9 0					( <sup>2</sup> )
232	July 1, 1889	330.3	429.2	7										
		217.49	313.14	6	18,196	58.32	30	6 0	6 8	1	1	1		
321	July 1, 1889	705.17	700.18	6	16,149	51.76	1	17 8	8 7	1	1	1		
426	July 1, 1886	115.06	213.08	7	117,325	107.14	3	19 9	8 8	4	1	4		
425	July 1, 1886	313.37	413.37	3	43,992	141								
548	July 1, 1889	215	116.50	6	140,300	112.42	2	26 6	9 0	4	1	4		
338	July 1, 1889	120.59	621.97	6	17,141	54.94	41	11 0	8 2					
							1	14 8	8 5	1	1	1		
							41	12 10	6 3					
							41	24 6	8 2					
3,563	July 1, 1887	3112	3211.10	6	31,449	109.80	1	23 11 <sup>3</sup> / <sub>4</sub>	9 0 <sup>1</sup> / <sub>2</sub>	1	1	1		
467	July 1, 1888	87 8.80	86 8.85	7	80,373	110.10	2	24 6	9 0	2	1	2		
607	July 1, 1888	457 20.22	458 20.84	7	121,757	111.19	2	11 11	7 6 <sup>1</sup> / <sub>2</sub>	3	1	3		
179	Apr. 13, 1887	118.4	218.6	8	68,616	110	41	11 11	7 6 <sup>1</sup> / <sub>2</sub>					
526	July 1, 1887	3221.89	3124.19	6	60,447	96.87	1	7 11	6 0	2	1	2		
282	July 1, 1887	3221.10	3121.10				1	13 0	6 7					
322	July 1, 1884	2623	2327.60	6			1	11 11	9 4	2	1	2		
821	July 1, 1884	2623.66	2326.62	6	37,477	120.12	1	9 6	6 7	1	1	1		
6,008	July 1, 1888	128.38	226.76	107	110,634	121.23	35	20 0	9 2	6	1	5		
		524	626.76	6	94,561									
2,421	July 1, 1888	5122.80	5221.60	6	165,805	113.04	34	20 0	9 3	3	1	3 <sup>15</sup> / <sub>5</sub>		
436	July 1, 1886	115.60	212.48	7	46,193	110.12	1	9 0	6 0	1	1	1		
		314.85	414.12	7										
4,071	July 1, 1887	5615	6514.35	6	44,778	142.52	1	18 5	9 0	1	1	( <sup>11</sup> )		
5,601	July 1, 1888	326.88	625.74	7	223,475	163.67	102	15 0	9 0	164	2	1712		
		130	430.43	7	229,475		53	20 0	9	164	1			
4,645	July 1, 1888	323.80	625.26	7										
		128.29	428.29	7										
4,071	July 1, 1887	6225.08	5125.80	7	232,242	159.07	109	15 0	9 0	164	1	3015		
		5428.20	5528.80	7	242,242		94	18 5	9 0	164	2			
5,601	July 1, 1888	323.12	625.29	6	83,036	133.07	2	17 9	8 9	2	1	302		
492	July 1, 1889	321.71	620.40	6										

\* This is the short run of Nashville and St. Louis R. P. O. Clerk holds appointment on and is shown with that line.

<sup>12</sup> Railway post-office cars on day line. Mail apartment cars on night line.

<sup>13</sup> Day line.

<sup>14</sup> Four helpers on day line running through.

<sup>15</sup> Night line.

<sup>16</sup> Full R. P. O. car service of 40-ft. cars established on this line, to commence July 1, 1889—night trains only. Mail apartment car service on day trains.

<sup>17</sup> Two helpers on day line running between Nashville, Tenn., and Evansville, Ind.; distance

154.20 miles. Four helpers on night line running through. One clerk in apartment car on trains 55 and 56, between Nashville, Tenn., and Hopkinsville, Ky.; distance 72.71 miles. (See Nashville and Hopkinsville R. P. O.)

<sup>18</sup> Two cars in reserve.

<sup>19</sup> Run of clerks on Nashville and St. Joseph R. P. O. extended to end at Sheffield, Ala., September 3, 1888, increasing distance 29.54 miles.

<sup>20</sup> Covered by Nashville and Montgomery R. P. O. (46.23 miles).

<sup>21</sup> Clerks act as helpers between Nashville and Columbia, Tenn., in both directions to Nashville and Montgomery 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>			
Nebraska City and Beatrice, Nebr.	6	95.24	Nebraska City, Nemaha City, Nebr. (Nebraska).	134005 (part)	27.88
			Nemaha City, Beatrice, Nebr. (Rep. Valley).	34019	67.90
Nevada, Mo., and Arkansas City, Kans. <sup>1</sup>	7	208.80	Nevada, Mo., Chetopa, Kans. (N. and M.).	28058	77.38
			Chetopa, Dexter, Kans. (D. M., and A.)...	33056 (part)	104.61
			Dexter, Arkansas City, Kans. (G. C.)....	83093	26.26
Newark and Shawnee, Ohio....	5	43.38	Newark, Shawnee, Ohio (Balto. and Ohio).	21038	44.04
Newburyport and Boston, Mass.	1	40.63	Newburyport, Wakefield, Mass. (Bos. and Me.)	3014	30.80
			Wakefield, Boston, Mass. (Bos. and Me.)...	3011 (part)	(?)
New Castle and North Vernon, Ind.	5	69.89	New Castle, Rushville, Ind. (Fort Wayne, Cin. and Louia.)	22042	24.85
			Rushville, North Vernon, Ind. (Cin., Ind'pla. St. L. and Chic.)	22015	46.3 <sup>2</sup>
New Galilee, Pa., and New Lisbon, Ohio.	5	25.17	New Galilee, Pa., New Lisbon, Ohio (Pitts., Marion and Chic.)	21098	25.94
New Hartford and Farmington, Conn.	1	14.80	New Hartford, Farmington, Conn. (N. Y., N. H. and Hart., N. Y., and N. H. Div.)	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 Hart.)	18505 (part)	(?)
New London and New Haven, Conn.	1	51.81	New London, New Haven, Conn. (N. Y., N. H. and Hart., Shore Line Div.)	5004	(?)
New Orleans and Bohemia, La. <sup>14</sup>	11	50	New Orleans, Bohemia, La. (N. O. and Gulf)	30020	50
New Orleans, La., and Houston, Tex.	11	362.74	New Orleans, La Fayette, La. (So. Pac.)...	130003 (part)	149.92
			La Fayette, La., Orange, Tex. (So. Pac.)...	30010	113.25
			Orange, Houston, Tex. (So. Pac.) .....	31012	106.33
New Orleans, La., and Marshall, Tex.	11	369.37	New Orleans, Cheneyville, La. (Tex. Pac.)	30002	171.64
			Cheneyville Shreveport, La. (Tex. Pac.) ...	30011	156.87
			Shreveport, La., Marshall, Tex. (Tex. Pac.)	131009 (part)	40.44
Newport and Cushman, Ark...	11	40.87	Newport, Cushman, Ark. (St. L., I. M. and S.)	28014	40.57
Newport, Vt., and Springfield, Mass.	1	229.60	Newport, White River Junction, Vt. (Conn. and Paas.)	22010 (part)	105.15
			White River Junction, Windsor, Vt. (Conn. Vt.)	22002 (part)	14
			Windsor, Bellows Falls, Vt. (Sul. Co.)....	2004	25.50
			Bellows Falls, Brattleborough, Vt. (Ver. Val.)	2005	24.04
			Brattleborough, South Vernon, Vt. (n. o.), (Gen. Vt.)	23062 (part)	(?)
			South Vernon, Vt. (n. o.), Springfield, Mass. (Conn. River).	3007	51.88

<sup>1</sup> Balance of route covered by Red Oak, Iowa, and Lincoln, Nebr., R. P. O. (58.15 miles), and by Lincoln and Alliance, Nebr., R. P. O. (51.70 miles).

<sup>2</sup> One of these cars in reserve.

<sup>3</sup> Reported last year as Nevada, Mo., and Chetopa, Kans., R. P. O. Increased distance 130.10 miles.

<sup>4</sup> One car in reserve.

<sup>5</sup> 20.54 miles of route 33056, between Dexter and Winfield, Kans., covered by closed-pouch service (see Table C), and 21.05 miles, between Winfield and Belle Plain, Kans., covered by Winfield and Larned, Kans., R. P. O. Holden, Mo., and Coffeyville, Kans., R. P. O. also runs over 5.33 miles of route 33056, between Dear-

ing and Coffeyville, Kans.; and Yates Center and Sedan, Kans., R. P. O., over 5.66 miles of same route between Peru and Sedan, Kans.

<sup>6</sup> Covered by Portland and Boston R. P. O. (16 miles).

<sup>7</sup> Balance of route covered by Portland and Boston R. P. O. (106.33 miles).

<sup>8</sup> Covered by Boston, Springfield and New York R. P. O. (73.23 miles).

<sup>9</sup> One clerk detailed as transfer clerk at New Haven, Conn.

<sup>10</sup> Balance of route covered by Boston, Springfield and N. Y. R. P. O. (62.77 miles).

<sup>11</sup> Reserve car.

<sup>12</sup> Covered by Boston, Providence and N. Y. R. P. O. (51.78 miles).



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1, 018	July 1, 1886	109	25.01	110	21.68	6	59,430	95.24	<sup>22</sup>	14 0	6 11	2	1	2
540	July 1, 1886	109	33.75	110	20.22									
677	July 1, 1887	321	24.44	322	34.44	7	152,424	139.20	<sup>43</sup>	16 4	6 10	3	1	3
.....	.....	483	21.64	484	25.11	7								
56	July 1, 1889	483	22.51	484	22.51	7								
261	July 1, 1888	208	24.78	207	24.78	6	27,069	86.76	<sup>42</sup>	16 2	8 7	1	1	1
1,755	July 1, 1889	68	26.14	13	26.14	6	25,353	81.26	1	12 0	8 6	1	1	2
4,739	July 1, 1885	118	23.16	71	26.14	6	25,353							
.....	.....	68	17.80	13	18.99									
116	July 1, 1888	111	34	2	9.69	6	43,611	139.78	1	12 0	7 5	1	1	1
.....	.....									1	10 6	9 4		
234	July 1, 1888	7	21.60	4	21.60	6	15,706	50.34	1	9 5	6 1	1	1	1
128	July 1, 1885	631	24	630	15.27	6	8,924	57.20	1	10 0	6 6	1	1	1
.....	.....	637	21	636	24	6	8,923							
64,611	July 1, 1885	25	28.34	48	33.28	6	48,079	115.56	1	16 4	6 10	1	1	<sup>92</sup>
13,103	July 1, 1885	405	26.50	404	26.59	6	32,329	103.62	<sup>11</sup>	15 6	6 6	1	1	<sup>103</sup>
.....	.....	417	25.48	416	25.48	6	32,329		1	12 11	6 4	1	1	
229	July 1, 1889	7	10.90	8	10.90	6	28,576	109.00	1	7 0	6 6	1	1	1
8,925	July 1, 1889	18	26.74	17	26.26	7	264,800	145.69	<sup>15</sup>	6 0	4 0			<sup>101</sup>
.....	.....	20	24.54	19	24.61	7	294,000	134.24	<sup>17</sup>			10	1	<sup>101</sup>
7,231	July 1, 1889	18	28.11	17	27.10									
7,049	July 1, 1889	20	25.65	19	22.95									
.....	.....	18	27.31	17	27.55									
1,436	July 1, 1886	51	22.25	52	23.15	7	269,640	147.75	3	20 4	7 0	5	1	5
1,161	July 1, 1886	51	24.85	52	25.31									
4,211	July 1, 1886	51	23.88	52	25.13									
313	July 1, 1888	51	9.22	52	10.37	6	25,315	81.14	1	14 6	7 6	1	1	1
.....	.....								<sup>15</sup>	17 10	9 5			
6,020	July 1, 1889	4	23.36	3	22.13	6	143,270	114.80	1	41 6	9 0	4	2	<sup>2021</sup>
.....	.....	15	24.26	34	23.36	6	143,270		1	18 0	6 8	4	2	
6,401	July 1, 1889	4	24	3	24				1	41 4	9 0			
.....	.....	15	27.99	33	27.99				1	18 6	6 8			
9,801	July 1, 1889	4	28.36	3	28.36				1	21 2	6 9			
.....	.....	15	34.66	34	26.89				<sup>22</sup>	21 8	6 4			
9,726	July 1, 1889	4	28.80	3	26.17				1	18 4	6 9			
.....	.....	15	31.99	33	30.67									
2,323	July 1, 1889	4	22.21	3	21.42									
.....	.....	15	31.33	33	30									
11,750	July 1, 1889	4	24.99	3	24.58									
.....	.....	15	34.48	33	31.57									

<sup>23</sup> One clerk detailed as transfer clerk at New London, Conn.<sup>24</sup> Service curtailed March 8, 1889, 78 miles from Port Eads to Bohemia, La.<sup>25</sup> Reserve.<sup>26</sup> 60.20 miles reported as Cheneyville and La Fayette, La., R. P. O.<sup>27</sup> Cars also used by Houston and Eagle Pass R. P. O. (See Houston and Eagle Pass, Tex., R. P. O.) Same cars run over this line.<sup>28</sup> One helper on trains 19 and 29 runs to Raceland, La. (40 miles).<sup>29</sup> 794.28 miles reported as Texarkana, Ark., and El Paso, Tex., R. P. O.<sup>30</sup> Two clerks on short run; 1 clerk on short run as short-stop, daily averaging 129 miles; 1

clerk as short stop on day line, daily averaging 129 miles; 1 clerk detailed as transfer clerk at White River Junction, Vt.

<sup>31</sup> Balance of route covered by closed-pouch service between Newport and Derby line (10.14 miles). (See Table C.)<sup>32</sup> Balance of route covered by St. Albans and Boston R. P. O. (120.50 miles), and by St. Albans and Ogdensburg R. P. O. (Second Division) (24.27 miles).<sup>33</sup> Reserve cars.<sup>34</sup> Covered by Brattleborough and Palmer R. P. O. (10.28 miles).<sup>35</sup> Balance of route covered by Palmer and New London R. P. O. (65.11 miles), and Brattleborough and Palmer R. P. O. (40 miles).



in the United States on June 30, 1889—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).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
6,401	July 1, 1889	15	15.27	23	27.99	6	77,619	124.39	1 26 0	6 0	2	1 <sup>(9)</sup>
9,861	July 1, 1889	15	25.99	23	25.99				1 25 0	6 10		
9,726	July 1, 1889	15	28.80	23	26.17							
2,323	July 1, 1889	15	22.21	23	13.33							
11,750	July 1, 1889	15	23.07	23	24.09							
1,201	July 1, 1886	407	24.46	408	21.40	7	93,331	127.70	2 21 0	9 3 <sup>4</sup>	2	162
767	July 1, 1886	437	19.68	438	19.68	7			11 11 6	7 4		
903	July 1, 1886	447	24.47	448	21.89	7			11 11 9	7 3		
1,201	July 1, 1886	409	22.37	410	21.35	7	602,768	150.13	1 20 9	9 2	10	1611
287	Sept. 12, 1887	409	23.25	410	24.30				4 18 0	7 3		
861	Sept. 12, 1887	2	20.26	1	20.07				1 24 8	9 3		
1,414	July 1, 1886	2	20.85	1	20.85				16 24 8	9 3		
									2 16 10	9 3		
									5 20 2 <sup>1</sup>	9 0		
									163 20 2 <sup>1</sup>	9 0		
												18 10 306
146,417	July 1, 1889	21	32.57	14	37.88	7	211,335	144.75	6 60 0	9 0	4	3912
		23	28.11	2	22.27	6	180,648	123.73	2 60 0	9 0	4	3923
		11	33.83	16	30.05	7	211,335	144.75	1 49 7	9 0	4	3413
									2 60 0	9 0		
									1 49 7	9 0		
									1 50 0	9 0		
146,417	July 1, 1889			26	28.56	6	(27)				(27)	

number and dimensions of cars on each contract route.

<sup>10</sup> Clerks are detailed as follows: 1 as chief clerk at Chicago, Ill.; 1 as chief time clerk at Grand Central Depot, New York; 6 as assistant transfer clerks, New York, N. Y.; 1 as transfer clerk at Castleton, N. Y.; 2 as transfer clerks at Syracuse, N. Y.; 3 as transfer clerks at Rochester, N. Y.; 2 as transfer clerks at Union Depot, Cleveland; 1 as transfer clerk at N. Y. P. and O. Depot, Cleveland; 2 as transfer clerks at Toledo, Ohio; 1 as transfer clerk at Elkhart, Ind.; 2 clerks detailed to office chief clerk at Syracuse, N. Y.; 3 to R. M. S. printing office, Cleveland, Ohio; 8 to office superintendent R. M. S., Cleveland, Ohio; 4 to the Cleveland and Toledo R. P. O.; 8 to the Toledo and Chicago R. P. O.; 5 to the office General Superintendent R. M. S.

<sup>11</sup> There are two vacancies on the line, and seven acting clerks employed.

<sup>12</sup> Six clerks assigned as helpers on train 21, New York to Albany, N. Y. (142.68 miles). Two clerks assigned as helpers on train 21 outward and train 22 inward, between Albany and

Syracuse, N. Y. (147.50 miles). Two distributing clerks run outward on train 21, and inward on train 2, between Utica and Buffalo, N. Y. (208.50 miles).

<sup>13</sup> Runs from New York to Syracuse on train 31.

<sup>14</sup> Two clerks assigned as helpers on train 11 outward and train 2 inward, between Albany and Syracuse, N. Y. (147.50 miles).

<sup>15</sup> Clerks run inward on train 2.

<sup>16</sup> Six clerks assigned as register clerks on 11 outward and train 14 inward, between New York, N. Y., and Chicago, Ill. (982.37 miles).

<sup>17</sup> One clerk assigned as helper on train 11 outward, between New York and Albany, N. Y. (142.68 miles); two clerks assigned as helpers on train 11 outward and train 2 inward, between Albany and Syracuse, N. Y. (147.50 miles); four clerks assigned as helpers on train 11 outward and train 16 inward, between Albany and Syracuse, N. Y. (147.50 miles).

<sup>18</sup> Short run Syracuse to Albany, three clerks in crew. Two of them deadhead east from Albany and run west from New York on train 11.

<sup>19</sup> Accounted for on trains 16 and 11.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of routes.	Miles of route for which railroad is paid.
<i>Middle Division.</i> —Syracuse, N. Y., and Cleveland, Ohio.	9	<i>Miles.</i> 330.26	Syracuse, Buffalo, N. Y. (N. Y. C. and H. R.).	6011 (part)	150.50
			Buffalo, N. Y., Cleveland, Ohio (L. S. and M. S.).	21095 (part)	183.26
<i>West Division.</i> —Cleveland, Ohio and Chicago, Ill.	9	350.61	Cleveland, Ohio, Chicago, Ill. (L. S. and M. S.).	21095 (part)	357
			Elyria, Millbury, Ohio (L. S. and M. S.)...	21007	75.01
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.)	21045	123.97
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.)	21095 (part)	( <sup>1</sup> )
New York, N. Y., Dover, N. J., and Easton, Pa.	2	86.87	Hoboken, N. J., Easton, Pa. (D., L. and W.)	7013	84.24
		62.70	New York, N. Y., Hackettstown, N. J. (D., L. and W.)	7018 (part)	( <sup>2</sup> )
<i>New York and Dunkirk, N. Y.</i> ...	2	461.38	New York, Dunkirk, N. Y. (N. Y., L. E. and W.).	6001	459.55
		87.77	Port Jervis, New York, N. Y. (N. Y., L. E. and W.).	6001 (part)	( <sup>3</sup> )
<i>New York and Elmira, N. Y.</i> ...	2	303.58	Waverly, Elmira, N. Y. (N. Y., L. E. and W.).	6001 (part)	( <sup>4</sup> )
			Easton, Pa., Waverly, N. Y. (L. V.).....	8010	205.57
			Metuchen, N. J., Easton, Pa. (L. V.).....	7018	54.20
			New York, N. Y., Metuchen, N. J. (Penn.)	7004 (part)	( <sup>5</sup> )
		124.13	Elmira, Waverly, N. Y. (N. Y., L. E. and W.).	6001 (part)	( <sup>6</sup> )
			Waverly, N. Y., Wilkesbarre, Pa. (L. V.)	8010 (part)	( <sup>7</sup> )

<sup>1</sup> Two clerks assigned as helpers on train 1 outward and train 14 inward, between Toledo, Ohio, and Erie, Pa. (209 miles).

<sup>2</sup> One clerk assigned as helper on train 11 outward, between Syracuse and Buffalo, N. Y. (152.50 miles).

<sup>3</sup> Clerks run inward on train 2.

<sup>4</sup> Shown on route 6011, Middle Division.

<sup>5</sup> Four clerks assigned as helpers on train 3 outward and train 14 inward, between Buffalo, N. Y., and Cleveland, Ohio (183.76 miles).

<sup>6</sup> Two clerks assigned as helpers on train 1 outward and train 8 inward, between Buffalo, N. Y., and Cleveland, Ohio (183.76 miles).

<sup>7</sup> Four distributing clerks run on train 1 outward, and train 2 inward, between Buffalo, N. Y., and Toledo, Ohio (296.50 miles).

<sup>8</sup> Two clerks assigned as helpers on train 11 outward, between Syracuse, N. Y., and Ashtabula, Ohio (281.50 miles).

<sup>9</sup> This is the distance by route 21095. The distance from Cleveland, Ohio, to Chicago, Ill., via

route 21095, Cleveland to Elyria, Ohio; thence over route 21007, to Millbury, Ohio; thence over route 21095, to Toledo, Ohio; thence over route 21045, to Elkhart, Ind.; thence over route 21095, to Chicago, Ill., is 342.50 miles.

<sup>10</sup> The opposite train (3) runs outward on route 21095, Cleveland to Toledo, Ohio; thence over route 21045 to Elkhart, Ind.; and over route 21095 to Chicago, Ill., 348.10 miles.

<sup>11</sup> The opposite train (11) runs outward on route 21095, from Cleveland, Ohio, to Chicago, Ill., 350 miles.

<sup>12</sup> Seven trips inward.

<sup>13</sup> Shown on route 21095, West Division.

<sup>14</sup> The opposite train (12) runs inward on route 21095, Chicago, Ill., to Cleveland, Ohio, 356 miles.

<sup>15</sup> Six trips outward.

<sup>16</sup> Six trips inward.

<sup>17</sup> Seven trips outward.

<sup>18</sup> Shown in report of N. Y. and Chi. R. P. O., West Division.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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 figure).		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. In.</i>	<i>Ft. In.</i>			
146,417	July 1, 1889	21 25.89	14 40.85	7	245,470	168.13	6	60 0	9 0	4	7	
		23 327.43	2 32.82	6	209,826	143.71	2	60 0	9 0	4	8	
		11 39.11	.....	.....	.....	.....	1	49 7	9 0	(1)	4	
			16 36.76	7	245,470	168.18	1	60 0	9 0	(1)	4	
			.....	.....	.....	.....	2	60 0	9 0	(1)	4	
114,749	July 1, 1889	1 40.66	14 40.22	7	(4)	.....	1	49 7	9 0	(4)	(4)	
		.....	12 34.85	7	(4)	.....	4	60 0	9 0	(4)	(4)	
		3 31.82	2 33.27	6	(4)	.....	4	60 0	9 0	(4)	(4)	
		11 39.21	.....	.....	.....	.....	1	60 0	9 0	(4)	(4)	
			8 30.50	7	(4)	.....	1	49 7	9 0	(4)	(4)	
			.....	.....	.....	.....	2	60 0	9 0	(4)	(4)	
114,749	July 1, 1889	1 36.64	12 23.90	7	257,139	176.12	2	60 0	9 0	4	6	
		3 26.77	.....	7	257,139	176.12	2	60 0	9 0	4	7	
		.....	14 33.59	.....	.....	.....	3	60 0	9 0	4	7	
		11 31.94	.....	.....	.....	.....	4	60 0	9 0	4	10	
			8 27.58	7	255,175	174.78	1	49 7	9 0	4	2	
			.....	.....	.....	.....	2	60 0	9 0	4	2	
14,612	July 1, 1889	(10) ....	2 27.12	6	.....	.....	2	60 0	9 0	4	2	
		(11) ....	8 28.31	(12)	(13)	.....	1	49 7	9 0	4	2	
42,906	July 1, 1889	1 40.02	(14) ....	(15)	(16)	.....	1	60 0	9 0	4	2	
		3 28.08	.....	(16)	(17)	.....	2	60 0	9 0	4	2	
		.....	2 30.20	(17)	(18)	.....	1	60 0	9 0	4	2	
		(11) ....	8 30.78	(17)	(19)	.....	2	60 0	9 0	4	2	
114,749	July 1, 1889	(19) 25.28.00	(20) ....	6	210,801	150.55	2	20 0	9 2	4	2	
3,283	July 1, 1889	13 24.55	14 23.68	6	54,207	115.82	212	12 0	8 9	2	1	(23)
3,283	July 1, 1889	17 23.29	22 25.11	6	39,181	83.72	1	12 0	8 9	1	1	(23)
16,149	July 1, 1889	(20) 29	(21) 31.33	6	207,561	158.80	2	50 0	9 0	4	3	(25)
		3 28.54	12 28.48	7	336,807	.....	2	50 0	9 0	26	3	
			.....	.....	.....	.....	23	50 0	9 0	.....	.....	
16,149	July 1, 1889	15 27.71	16 29.26	6	(22) 54,768	(23) 131.65	1	16 6	6 10	3	1	(22)
		19 15.95	6 26.07	6	(24) 54,768	.....	1	15 6	9 2	4	1	(22)
16,149	July 1, 1889	2 41.53	5 30.85	6	189,434	151.79	2	23 4	9 10	4	1	(24)
			.....	.....	.....	.....	27	20 0	10 0	.....	.....	
4,653	July 1, 1889	2 29.35	5 37.36	6	.....	.....	(25)	.....	.....	(25)	.....	
4,933	July 1, 1889	2 42.46	5 40.79	6	.....	.....	(26)	.....	.....	(26)	.....	
136,401	July 1, 1885	2 26.89	5 31.20	6	.....	.....	(27)	.....	.....	(27)	.....	
16,149	July 1, 1889	9 33.56	30 27	6	77,457	248.26	1	20 0	10 0	2	1	(28)
4,653	July 1, 1889	9 34.59	30 27.38	6	.....	.....	(29)	.....	.....	(29)	.....	

<sup>10</sup> Runs over route 21095, Toledo, Ohio, to Elkhart, Ind., 142.80 miles. One clerk west from Cleveland to Toledo, Ohio, on N. Y. and Chi. R. P. O. train 3. Two clerks take the run from Toledo, Ohio, to Elkhart, Ind., and from Elkhart, Ind., to Chicago, Ill., on N. Y. and Chi. R. P. O. train 3.

<sup>11</sup> Train 2, West Division, Chicago to Cleveland, Ohio.

<sup>12</sup> One car in reserve.

<sup>13</sup> One clerk New York and Hackettstown R. P. O.

<sup>14</sup> Alternates with N. Y. and Hackettstown R. P. O.

<sup>15</sup> 60.20 miles covered by New York, Dover and Easton R. P. O.

<sup>16</sup> Trains 9 and 8 run daily, except Sunday, between New York and Hornellsville (332.63 miles).

<sup>17</sup> Eight helpers; 1 chief clerk of the line; 3 clerks detailed to superintendent's office; 1 clerk assistant to chief examiner; 1 clerk transfer duty, Dunkirk, N. Y.; 1 clerk transfer duty, Elmira, N. Y.; 1 clerk transfer duty, Binghamton, N. Y.; 1 clerk transfer duty, Hornell-

ville, N. Y.; 1 clerk transfer duty, Jersey City, N. J.; 3 clerks Port Jervis and New York R. P. O., short run.

<sup>18</sup> Four crews between New York and Hornellsville, and 2 crews between Hornellsville and Dunkirk.

<sup>19</sup> In reserve.

<sup>20</sup> 87.79 miles covered by New York and Dunkirk R. P. O.

<sup>21</sup> Double service daily, except Sunday.

<sup>22</sup> Clerk alternates with Middletown and New York R. P. O.

<sup>23</sup> Clerks shown on route 6001.

<sup>24</sup> 17.54 miles covered by New York and Dunkirk R. P. O.

<sup>25</sup> One helper and 1 transfer clerk at Easton, Pa.

<sup>26</sup> Cars and clerks shown on route 6001.

<sup>27</sup> 26.20 miles covered by New York and Washington R. P. O.

<sup>28</sup> 17.64 miles covered by New York and Dunkirk R. P. O., and 105 miles covered by New York and Elmira R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.	Miles of route for which railroad is paid.
<i>New York, N. Y., and Pittsburgh, Pa.</i>	2	<i>Miles.</i> 443.20	New York, N. Y., Philadelphia, Pa. (Penna.)	7094	( <sup>1</sup> )
			Philadelphia, Pittsburgh, Pa. (Penn.)....	8001	352.90
		91.82	New York, N. Y., Philadelphia, Pa. (Penna.)	7004	( <sup>2</sup> )
		108.55	Philadelphia, Harrisburg, Pa. (Penn.)....	8001 (part)	( <sup>12</sup> )
<i>New York, N. Y., and Point Pleasant, N. J.</i>	2	60.64	New York, N. Y., Elizabethport, N. J. (C. R. R. of N. J.).	700 (part)	( <sup>13</sup> )
			Elizabethport, Bayhead Junction (n. o.), N. J. (C. R. R. of N. J.).	7903 (part)	143.19
<i>New York and St. George, N. Y.</i>	2	5.90	New York, St. George, N. Y. (S. I. R. T. Co.).	6062	25.90
<i>New York, N. Y., Somerville, N. J., and Easton, Pa.</i>	2	75.09	New York, N. Y., Easton, Pa. (C. R. R. of New Jersey.).	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. (B. and P.).	10013	45.40

<sup>1</sup>91.60 miles covered by New York and Washington R. P. O.

<sup>2</sup>8 helpers between Jersey City and Harrisburg; 2 helpers on trains 3 and 6; 6 clerks on the Philadelphia and Harrisburg R. P. O.; 8 clerks on the New York and Philadelphia R. P. O.; 1 clerk General Superintendent's office; 2 clerks in superintendent's office; 1 chief clerk of the line; 2 assistants in chief clerk's office; 1 assistant chief clerk at Philadelphia; 1 clerk, dormitory janitor at Philadelphia; 1 clerk, dormitory janitor at Harrisburg; 6 clerks, transfer duty at Philadelphia; 5 clerks, transfer duty at Harrisburg; 4 clerks, transfer duty at Pittsburgh; 1 clerk, transfer duty at Lancaster. Crews run as follows: On train 13, six crews of 8 each through to Pittsburgh, returning next day to Harrisburg on train 8 (5 clerks), and train 20 (3 clerks); lie over till next day, then to New York on train 6 (5 clerks) and train 4 (3 clerks). On train 7, six crews

of 5 each through to Pittsburgh, returning next day to Harrisburg on train 10; lie over till next day, and proceed to New York on train 10. Also, on train 7, six crews of 8 each through to Pittsburgh, returning next day to Harrisburg on train 6 (5 clerks) and train 4 (3 clerks); lie over till next day, and proceed to New York on train 20 (4 clerks) and train 8 (4 clerks).

<sup>3</sup>On Sundays, leaves New York on train 9, runs west of Philadelphia on train 7.

<sup>4</sup>Cars and clerks shown on route 7004.

<sup>5</sup>Performs service from Harrisburg to Pitta. only.

<sup>6</sup>Clerks run east to Harrisburg on train 20.

<sup>7</sup>In reserve. The total equipment of this line from New York to St. Louis is as follows (except that three of the cars were destroyed in wreck of June 19, 1889): Penna. R. R., 20 cars, 60 by 8½ feet; Penna. R. R., 3 cars, 40 by 8½ feet; Pittsburgh, Cin. and St. Louis, 5 cars, 60 by 8½ feet; Cin., St. Louis and Pitta.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
201,813	July 1, 1889	1336.30	.....	.....	.....	3 <sup>1</sup> / <sub>2</sub>	323,536	145.96	2	60	0	8	7	174
			8 38.07	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	2	60	0	8	7	
			20 38.89	.....	.....	3 <sup>1</sup> / <sub>2</sub>	101,768	.....	4	60	0	8	7	
		7 32.03	.....	.....	.....	3 <sup>1</sup> / <sub>2</sub>	323,536	.....	1	40	0	8	7	
			10 36.30	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	1	60	0	8	7	8
			4 38.89	.....	.....	3 <sup>1</sup> / <sub>2</sub>	101,768	.....	1	60	0	8	7	
			6 37.55	.....	.....	3 <sup>1</sup> / <sub>2</sub>	101,768	.....	1	60	0	8	7	
			.....	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	1	60	0	8	7	
128,217	July 1, 1889	1326.22	.....	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	(4)	.....	.....	(4)	.....	2
			8 31.60	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	(4)	.....	.....	(4)	.....	
			20 34.25	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	(4)	.....	.....	(4)	.....	
		7 35.40	.....	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	(4)	.....	.....	(4)	.....	
			10 29.09	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	(4)	.....	.....	(4)	.....	2
			4 29.09	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	(4)	.....	.....	(4)	.....	
			6 34.35	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	(4)	.....	.....	(4)	.....	
		8 25.98	(6)	(6)	.....	3 <sup>1</sup> / <sub>2</sub>	77,688	.....	1	20	0	9	0	
			.....	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	1	20	0	9	0	1
			.....	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	1	60	0	8	7	
			.....	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	1	40	0	8	7	
			.....	.....	.....	3 <sup>1</sup> / <sub>2</sub>	.....	.....	1	60	0	8	7	
201,813	July 1, 1889	1154.86	74 39.34	.....	.....	6	157,296	122.42	1	15	0	8	7	3
		99 31.84	34 36.72	.....	.....	6	57,296	.....	2	15	0	8	7	
			.....	.....	.....	6	.....	.....	1	15	0	8	7	
			.....	.....	.....	6	.....	.....	1	15	0	8	7	
91,679	July 1, 1889	77 35.52	14 31.18	.....	.....	6	166,487	106.55	1	15	0	9	0	2
		71 32.20	70 31.96	.....	.....	6	66,487	.....	1	15	0	9	0	
			.....	.....	.....	6	.....	.....	1	15	0	9	0	
			.....	.....	.....	6	.....	.....	1	15	0	9	0	
4,641	July 1, 1889	302 17.51	315 19	.....	.....	6	37,839	121.28	1	40	8	8	10	1
		306 19	319 20.35	.....	.....	6	127,839	.....	1	16	0	7	0	
		318 19.65	305 19.65	.....	.....	6	37,839	.....	1	20	0	8	10	
		302 24.45	315 25.51	.....	.....	6	.....	.....	(18)	.....	.....	(18)	.....	
5,845	July 1, 1889	306 25.66	319 25.07	.....	.....	6	.....	.....	(18)	.....	.....	(18)	.....	1
		318 27.58	305 27.16	.....	.....	6	.....	.....	(18)	.....	.....	(18)	.....	
			.....	.....	.....	6	.....	.....	(18)	.....	.....	(18)	.....	
			.....	.....	.....	6	.....	.....	(18)	.....	.....	(18)	.....	
1,679	July 1, 1888	107 14.16	114 14.16	.....	.....	6	3,682	47.20	(21)	6	0	7	0	1
		121 14.16	126 14.16	.....	.....	6	3,682	.....	(21)	6	0	7	0	
		135 14.16	138 14.16	.....	.....	6	3,682	.....	(21)	6	0	7	0	
		141 14.16	146 14.16	.....	.....	6	3,682	.....	(21)	6	0	7	0	
4,041	July 1, 1889	2 23.46	5 28.76	.....	.....	6	146,856	109.12	1	21	7	8	5	2
		36 30.12	15 25.18	.....	.....	6	46,856	.....	1	15	0	7	0	
			.....	.....	.....	6	.....	.....	1	15	0	7	0	
			.....	.....	.....	6	.....	.....	1	15	0	7	0	
201,813	July 1, 1889	113 36.30	114 34	.....	.....	6 <sup>1</sup> / <sub>2</sub>	154,254	113.92	2	0	0	8	7	4
		15 32.41	40 29.59	.....	.....	6 <sup>1</sup> / <sub>2</sub>	154,254	.....	2	60	0	8	7	
		23 30.42	52 27.20	.....	.....	7	166,330	.....	2	60	0	8	7	
		227 39.64	14 38.32	.....	.....	6 <sup>1</sup> / <sub>2</sub>	.....	.....	(27)	.....	.....	(27)	.....	
96,351	July 1, 1889	15 34.42	40 39.91	.....	.....	6 <sup>1</sup> / <sub>2</sub>	.....	.....	(27)	.....	.....	(27)	.....	3
		23 33.61	58 26.73	.....	.....	6 <sup>1</sup> / <sub>2</sub>	.....	.....	(27)	.....	.....	(27)	.....	
		227 42.60	214 42.60	.....	.....	6 <sup>1</sup> / <sub>2</sub>	.....	.....	(27)	.....	.....	(27)	.....	
		215 39.32	40 41.22	.....	.....	6 <sup>1</sup> / <sub>2</sub>	.....	.....	(27)	.....	.....	(27)	.....	
97,374	July 1, 1889	23 31.95	58 30.06	.....	.....	7	.....	.....	(27)	60	0	8	7	2
			.....	.....	.....	7	.....	.....	(27)	.....	.....	(27)	.....	
			.....	.....	.....	7	.....	.....	(27)	.....	.....	(27)	.....	
			.....	.....	.....	7	.....	.....	(27)	.....	.....	(27)	.....	

R. R., 7 cars, 60 by 8<sup>1</sup>/<sub>2</sub> feet; Cin., St. Louis and Pitts. R. R., 1 car, 40 by 8<sup>1</sup>/<sub>2</sub> feet; Little Miami, 2 cars, 60 by 8<sup>1</sup>/<sub>2</sub> feet; Vandalia Line, 5 cars, 60 by 8<sup>1</sup>/<sub>2</sub> feet; Vandalia Line, 2 cars, 40 by 8<sup>1</sup>/<sub>2</sub> feet.

<sup>8</sup> In use west of Pittsburgh.

<sup>9</sup> 90.60 miles covered by New York and Washington R. P. O.

<sup>10</sup> Runs in New York and Washington car.

<sup>11</sup> Double service daily, except Sunday.

<sup>12</sup> One car in reserve.

<sup>13</sup> 120.05 miles covered by New York and Pittsburgh R. P. O.

<sup>14</sup> In reserve.

<sup>15</sup> 10.60 miles covered by New York, Somerville and Easton R. P. O.

<sup>16</sup> One helper.

<sup>17</sup> Triple service daily, except Sunday.

<sup>18</sup> Cars and clerks shown on route 7001.

<sup>19</sup> One mile covered by closed-pouch service. (See Table C.)

<sup>20</sup> 3.88 miles covered by closed-pouch service. (See Table C.)

<sup>21</sup> This service is by steam-boat fitted up with mail apartments, and four trips are made daily.

<sup>22</sup> Train 13 becomes 27 at Philadelphia.

<sup>23</sup> Trains 14 and 15 do not run on Sunday.

<sup>24</sup> Eleven helpers; one chief clerk of the line; one chief examiner; four clerks detailed to General Superintendent's office; eight clerks detailed to superintendent's office; one clerk assistant to chief clerk; one clerk janitor of dormitory, New York; seven clerks transfer duty at Jersey City; one transfer clerk at New York post-office.

<sup>25</sup> Triple daily service, except Sunday, on Sundays, double daily service.

<sup>26</sup> One clerk from each crew detailed to run north in train 78 in baggage car; works New York city mail only, except Saturday, when he comes in R. P. O. car.

<sup>27</sup> Cars and clerks shown on route 7004.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (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	57.50	Nineveh, N. Y., Jefferson Junction, Pa. (D. and H. C. Co.).	8031	21.70
			Jefferson Junction, Carbondale, Pa. (N. Y., L. E. and W.).	8064 (part)	135.71
Nordmont and Hartley Hall, Pa.	2	27.19	Nordmont, Hartley Hall, Pa. (W. and N. B.).	8110	27.18
Norfolk and Belfield, Va. ....	3	77.95	Norfolk, Belfield, Va. (A. and D.).....	11042	77.95
Norfolk and Columbus, Nebr. ..	6	50.64	Norfolk, Columbus, Nebr. (Om., Niobr. and Bk. 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).	11011	82.18
			Petersburgh, Lynchburgh, Va. (Norfolk and Western).	11012	123.70
Norfolk, Newport News, and Richmond, Va.	3	491.32	Norfolk, Richmond, Va. (C. and O. Rwy. and O. D. S. B. Co.).	11005 (part)	77.13
Norfolk, Va., and Raleigh, N. C.	3	179.02	Portsmouth, Va., Weldon, N. C. (Seaboard and Roanoke).	11015	78.98
			Weldon, Raleigh, N. C. (Raleigh and Gaston).	13001	97.28
North Adams and Pittsfield, Mass.	1	21.43	North Adams and Pittsfield, Mass. (Bos. and Alby.).	3029	21.41
North Anson and Portland, Me.	1	104.17	North Anson, Oakland, Me. (Som.).....	418 (part)	25.77
			Oakland, Portland, Me. (Me. Cen.).....	45 (part)	(?)
North Conway, N. H., and Boston, Mass.	1	139.37	North Conway, N. H., Conway Junction (n. o.) (Bos. and Me.).	1014 (part)	71.81
			Conway Junction (n. o.), Boston, Mass. (Bos. and Me.).	13001 (part)	(*)
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	118.11	North Fair Haven, N. Y., Sayre, Pa. (So. Central).	6084	118.11
Northville and Fonda, N. Y. ....	2	26.79	Northville, Fonda, N. Y. (F., J. and G.)....	6081	27.03
Norwood and Rome, N. Y. ....	2	146.92	Norwood, De Kalb Junction, N. Y. (R., W. and O.).	6110	25.48
			De Kalb Junction, Rome, N. Y. (R., W. and O.).	6036 (part)	122.72
Nyack and New York, N. Y. ....	2	30.35	Nyack, New York, N. Y. (No. R. R. of N. J.).	7017	28.59
Oakes, Dak., and Hawarden, Iowa.	10	280.67	Oakes, Columbia, Dak. (Chi. and No. West.).	35023	39.30
			Columbia, Huron, Dak. (Chi. and No. West.).	35010	97.26
			Huron, Iroquois, Dak. (Chi. and No. West.).	28031 (part)	(19)
			Iroquois, Dak., Hawarden, Iowa (Chi. and No. West.).	27070 (part)	126.27
Ocala and Homosassa, Fla. ....	4	48.98	Ocala, Homosassa, Fla. (S. S., O. and G. R. R.).	16033	48.98
Oconto and Clintonville, Wis. ..	10	56.75	Oconto, Clintonville, Wis. (Mil., L. S. and West.).	25058	56.75
Oelwein and Des Moines, Iowa	6	132.28	Oelwein, Hudson, Iowa (Chi., St. P. and K. City).	27069	35.92
			Hudson, Des Moines, Iowa (Chi., St. P. and K. City).	27056 (part)	96.72

<sup>1</sup> 3.80 miles covered by closed-pouch service. (See Table C<sup>r</sup>.)

<sup>2</sup> Cars and clerk shown on route 8031.

<sup>3</sup> In reserve.

<sup>4</sup> One in reserve.

<sup>5</sup> 12 miles of this service, Norfolk to Newport News, performed by steam-boat, and not included in miles of route.

<sup>6</sup> Balance of route covered by closed-pouch service between No. Anson and Embden (5.93 miles). (See Table C<sup>r</sup>.)

<sup>7</sup> Covered by Skowhegan and Portland R. P. O. (77.80 miles).

<sup>8</sup> Shown in column 2, Skowhegan and Portland R. P. O. These clerks run between Oakland and Portland, with Skowhegan and Portland clerks as assistants.

<sup>9</sup> Balance of route covered by Skowhegan and Portland R. P. O. (25.13 miles).

<sup>10</sup> Covered by Bangor and Boston R. P. O. (67.40 miles).

<sup>11</sup> Reserve car.



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
436	July 1, 1889	2 27.70	1 33	6	35,917	115.12	1	10 4	6 9	1	1	1
231	July 1, 1885	2 25.50	1 28	6	.....	.....	( <sup>2</sup> )	.....	.....	( <sup>2</sup> )		
283	July 1, 1889	1 20.89	4 18.69	6	16,948	54.32	1	10 0	8 0	1	1	1
86	July 1, 1889	1 17.64	2 17.64	6	48,641	77.95	1	8 0	6 0			
400	July 1, 1886	66 27.60	63 25.30	6	31,599	101.28	1	8 8	9 0	2	1	2
							1	15 2	7 5	1	1	1
895	July 1, 1889	2 22.76	1 26.90	6	46,956	75.25	42	12 0	6 9	2	1	2
1,656	July 1, 1889	3 34.97	2 33.76	7	149,811	102.61	1	19 8	9 5	4	1	4
							1	15 0	8 2			
2,090	July 1, 1889	3 30.60	2 29.97									
2,614	July 1, 1889	1 28.30	4 29.03	7	66,664	91.32	1	21 8	8 9	2	1	2
1,022	July 1, 1889	41 26.20	38 26.20	6	111,708	119.34	2	12 2	8 6	3	1	3
							1	12 2	8 9			
1,449	July 1, 1888	41 26.45	38 27.71									
1,027	July 1, 1889	481 25.12	486 25.12	6	13,372	85.72	1	9 6	6 0	1	1	1
		489 25.12	492 25.12	6	13,372							
528	July 1, 1889	2 23.07	1 22.72	6	65,002	104.17	1	14 0	6 10	2	1	2
2,250	July 1, 1889	2 ( <sup>4</sup> )	1 ( <sup>4</sup> )									
2,102	July 1, 1889	44 20.88	0 21.33	6	86,966	120.38	1	19 6	8 6	5	2	6
		48 22.72	57 32.72	6	25,696	.....	1	19 6	8 6			
23,499	July 1, 1888	44 24.36	0 15.75		.....	.....	11	24 6	8 11			
		48 31.50	57 26.06									
703	July 1, 1889	6 32.45	1 23.20	6	36,348	116.50	1	20 0	9 0	1	1	1
1,449	July 1, 1889	15 23.62	8 22.40	6	73,701	136.56	1	13 8	6 7	3	1	3
		7 14.25	2 25.38	6	123,664	.....	1	12 1	6 9			
							1	11 3	6 3			
844	July 1, 1889	1 24.15	2 19.36	6	116,717	107.16	1	8 0	6 0	1	1	1
		5 20.60	6 20.87	6	116,717		1	11 7	7 0			
1,372	July 1, 1889	6 27.79	1 23.48	6	91,678	116.44	1	24 6	7 2	2	2	15
							1	20 6	6 2			
3,507	July 1, 1889	6 26.77	1 24.54	6	.....	.....	( <sup>12</sup> )	.....	.....	( <sup>17</sup> )		
843	July 1, 1889	202 20.12	211 17.63	6	118,938	121.40	1	6 9	7 0	1	1	1
		228 19.66	231 20	6	118,938		1	9 0	7 0			
1,158	Feb. 10, 1887	0 31.44	5 29.47	6	175,138	140.33	1	35 5	8 7	4	1	15
749	July 1, 1886	6 28.32	5 27.01		.....	.....	1	24 0	9 21			
2,327	July 1, 1887	0 31.02	5 31.02									
1,673	July 1, 1887	6 28.04	5 20.56									
151	July 1, 1889	4 21.8	1 21.8	6	30,563	97.96	1	7 3	6 0	1	1	1
286	July 1, 1887	24 22.16	23 22.16	6	35,412	113.50	1	15 3	9 31	1	1	1
549	July 20, 1888	4 30.77	3 25.34	6	82,513	132.28	1	15 7	7 1	2	1	2
612	July 1, 1887	4 25.23	3 25.23		.....	.....	21	19 9	7 5			

<sup>12</sup> Balance of route covered by Bangor and Boston R. P. O. (41.95 miles).<sup>13</sup> On trains 7 and 2 service performed only between Auburn, N. Y., and Sayre, Pa. (86 miles).<sup>14</sup> Double service daily, except Sunday.<sup>15</sup> One transfer clerk, Rome, N. Y.<sup>16</sup> 19.55 miles covered by closed pouch service. (See Table C.)<sup>17</sup> Cars and clerks shown on route 6110.<sup>18</sup> One helper between Hawarden, Iowa, and Parker, Dak.<sup>19</sup> Distance (18.10 miles) covered by Tracy, Minn., and Pierre, Dak., R. P. O.<sup>20</sup> Balance of route (145.30 miles) covered by Tama and Hawarden, Iowa, R. P. O.<sup>21</sup> Balance of route, Cedar Falls to Hudson, Iowa (10.50 miles), covered by closed pouches. (See Table C.)<sup>22</sup> Reserve.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Ogden and Salt Lake, Utah ....	8	38.73	Ogden, Salt Lake, Utah (Utah Central R. R.).	41001 (part)	37.50
<i>Ogden, Utah, and San Francisco, Cal.</i>	8	834.65	Ogden, Utah, San Francisco, Cal. (Central Pacific R. R.).	46001	834.17
Ogdensburg and Utica, N. Y. ....	2	134.78	Ogdensburg, Carthage, N. Y. (U. and B. R.).	6088	60.77
			Carthage, Utica, N. Y. (U. and B. R.) .....	6087 (part)	( <sup>6</sup> )
Oil City, Pa., and Ashtabula, Ohio. <sup>9</sup>	9	93.93	Watertown, Utica, N. Y. (U. and B. R.) ....	6087	( <sup>7</sup> )
Oil City, Pa., and Ash Grove, Mo.	7	88.10	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.).	8045	88.46
Olath, Kans., and Ash Grove, Mo.	7	155.89	Olath, Kans., Raymore Junction (n. o.), Mo. (K. C. C. and S.).	28016	26.50
Omaha and Beatrice, Nebr. ....	6	132.94	Raymore Junction (n. o.), Ash Grove, Mo. (K. C. C. and S.).	28056	129.39
			Omaha Valley, Nebr. (Union Pac.) .....	34001 (part)	( <sup>12</sup> )
			Valley, Valparaiso, Nebr. (Union Pac.) ....	34008 (part)	37.62
			Valparaiso, Lincoln, Nebr. (Om. and Rep. Vall.).	34014 (part)	( <sup>13</sup> )
Omaha and Hastings, Nebr. ....	6	163.96	Lincoln, Beatrice, Nebr. (Om. and Rep. Vall.).	34013 (part)	( <sup>14</sup> )
			Omaha, Arlington, Nebr. (Fre., Elk. and Mo. Vall.).	34051 (part)	28.60
			Arlington, Fremont, Nebr. (Fre., Elk. and Mo. Vall.).	34010 (part)	( <sup>15</sup> )
			Fremont, Platte River Junction, Nebr. (Fre., Elk. and Mo. Vall.).	34037 (part)	( <sup>16</sup> )
			Platte River Junction, Hastings, Nebr. (Fre., Elk. and Mo. Vall.).	34052	119.86
Omaha, Nebr., and Kansas City, Mo.	7	216.65	Omaha, Weeping Water, Nebr. (Mo. Pac.).	33040 (part)	39.74
			Weeping Water, Nebraska City, Nebr. (Mo. Pac.).	34047	24.87
			Nebraska City, Auburn, Nebr. (Mo. Pac.).	34048	22.89
			Auburn, Nebr., Atchison, Kans. (Mo. Pac.).	33049 (part)	88.67
			Atchison, Kans., Kansas City, Mo. (Mo. Pac.).	32800 (part)	47.17
Omaha and McCook, Nebr. ....	6	281.29	Omaha, Ashland, Nebr. (B. and M. in Nebr.).	34038	31.20
			Ashland, Hastings, Nebr. (B. and M. in Nebr.).	34002	121.98
			Hastings, McCook, Nebr. (B. and M. in Nebr.).	33009 (part)	132.97
Omaha, Nebr., and Ogden, Utah	6	1,035.30	Union Pacific Transfer, Iowa, Ogden, Utah (Union Pac.).	34001	1,034.24
Ord and Grand Island, Nebr.	6	62.40	Ord, Grand Island, Nebr. (Union Pac.) ...	34015	62.44
Orleans, Nebr., and St. Francis, Kans.	6	134.41	Orleans, Nebr., St. Francis, Kans. (B. and M. in Nebr.).	34016	124.46
Oshkosh and Milwaukee, Wis.	10	104.90	Oshkosh, Ripon, Wis. (Chi., Mil. and St. P.).	25068	20.40
			Ripon, Milwaukee, Wis. (Chi., Mil. and St. P.).	25003 (part)	84.50

<sup>1</sup> 139.15 miles, route 41001, Juab to Frisco, closed-pouch service. (See Table C.) Balance of route (105 miles) covered by Salt Lake and Juab R. P. O.

<sup>2</sup> 20 clerks, through-run (10) crows; 5 helpers, Ogden, Utah, to Elko, Nev.; 2 helpers, San Francisco to Roseville; 1 city distributor for Sacramento, Cal.; 1 chief clerk, Ogden, Utah; 1 chief clerk, Los Angeles, Cal.; 1 transfer clerk, Oakland Pier; 2 clerks, short run, San Francisco to Sacramento; 5 clerks detailed to office of superintendent.

<sup>3</sup> One helper.

<sup>4</sup> In reserve.

<sup>5</sup> 74.34 miles covered by Watertown and Utica R. P. O.

<sup>6</sup> Cars and clerks shown on route 6088.

<sup>7</sup> 91.77 miles covered by Ogdensburg and Utica R. P. O.

<sup>8</sup> Clerk accounted for on route 6088.

<sup>9</sup> In connection with the Ashtabula and Youngstown R. P. O., gives double service between Andover and Ashtabula, Ohio (24.50 miles) daily, except Sunday.

<sup>10</sup> Distance (34.80 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.

<sup>11</sup> Balance of route (52.80 miles) covered by Lincoln and Alma, Nebr., R. P. O.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
21,862	July 1, 1886		131.25	431.25		14	56,546	154.92	1	14 2	8 8	1	1	1
			331.25	231.25										
25,702	Aug. 15, 1888		323.16	424.31		7	609,295	166.93	7	55 12	9 52	10	2	38
			1121.96	1221.43		7	66,204	90.69	1	21 4	8 10	2	1	
1,883	July 1, 1889	20623.52	20124.30			6	84,103	151.41	1	20 0	7 2	2	1	24
									41	20 0	6 6			
3,316	July 1, 1889	20624.78	20126.23			6	-----	-----	(6)	-----	-----	(6)		
3,316	July 1, 1889	20226.51	20524.51			6	57,364	122.57	1	20 0	7 0	1	1	(8)
825	July 1, 1889	125.34	224.28			0	54,974	88.10	2	17 6	8 6	2	1	2
359	July 1, 1887	1924.46	2024.40			7	113,800	103.93	2	25 12	8 112	3	1	3
330	July 1, 1887	1922.83	2022.83			7								
23,900	Apr. 1, 1884	4127.85	4426.10			7	97,046	132.94	1	15 2	7 5	2	1	2
646	July 1, 1886	4130.08	4428.92											
1,009	July 1, 1886	4130.60	4432.52											
682	July 1, 1886	4130	4432											
1,652	July 1, 1888	3124.51	3226.40			146	106,189	109.31	2	20 0	9 3	3	1	3
3,438	Mar. 30, 1887	3130.60	3223.70											
324	Jan. 17, 1887	3128	3328											
506	July 1, 1888	5126.14	5226.14											
1,285	July 1, 1886	422.08	326.49			7	158,155	144.43	2	20 6	9 3	3	1	184
									41	16 4	6 10			
1,236	July 1, 1888	428.69	324.87			7								
1,081	July 1, 1888	424.98	328.60			7								
1,285	July 1, 1886	423.35	320.94			7								
47,461	July 1, 1887	423.58	322.64			7								
5,377	Jan. 5, 1887	130.60	630.60			7	207,532	142.15	2	40 0	9 3	4	2	8
7,641	July 1, 1886	123.44	616.33				-----	-----	31	40 0	9 1			
3,479	July 1, 1886	122	230.46											
23,990	Apr. 1, 1884	127.33	427.98			7	755,760	172.48	7	60 0	8 11	26	3	250
		327.57	222.50			7	377,731	172.48	3	50 8	9 3	26	3	
							188.24	-----				2411	1	
749	Mar. 30, 1887	8612.40	8511.45			6	38,937	124.20	1	13 1	6 8	1	1	1
905	July 1, 1889	14126.80	14225.52			6	83,872	134.41	1	14 0	7 2	2	1	2
1,155	July 1, 1887	225.90	323.26			6	65,457	104.90	1	20 112	9 31	2	1	3
1,565	July 1, 1887	227.90	325.75											

<sup>12</sup> Distance (20.59 miles) covered by Lincoln and Alma, Nebr., R. P. O.

<sup>13</sup> Distance (40.22 miles) covered by Lincoln, Nebr., and Manhattan, Kans., R. P. O.

<sup>14</sup> Clerks run on Sundays between Omaha and Fremont only (36.59 miles) in addition to the six round trips per week over whole line.

<sup>15</sup> Distance (7.90 miles) covered by Missouri Valley, Iowa, and Whitewood, Dak., R. P. O.

<sup>16</sup> Distance (7 miles) covered by Fremont and Lincoln, Nebr., R. P. O.

<sup>17</sup> 43.01 miles of route 33040, between Weeping Water and Auburn, Nebr., covered by Auburn and Lincoln, Nebr., R. P. O.

<sup>18</sup> One helper between Kansas City, Mo., and Hiawatha, Kans. (80.60 miles), daily, except Sunday.

watha, Kans. (80.60 miles), daily, except Sunday.

<sup>19</sup> Balance of route 28001 (283 miles) covered by St. Louis and Kansas City, Mo., R. P. O.

<sup>20</sup> Reserve.

<sup>21</sup> Balance of route (255.30 miles) covered by McCook, Nebr., and Denver, Colo., R. P. O.

<sup>22</sup> Short runs, Omaha, Nebr., to Cheyenne, Wyo.

<sup>23</sup> One clerk detailed to transfer duty, one as chief clerk, and one as assistant to chief clerk at Omaha, Nebr.

<sup>24</sup> Through run.

<sup>25</sup> Balance of route (12.72 miles) covered by Ripon and Berlin, Wis., closed-pouch service. (See Table C.)

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Oswego and Binghamton, N. Y.	2	115.30	Oswego, Syracuse, N. Y. (D., L. and W.) .. Syracuse, Binghamton, N. Y. (S., B. and N. Y.).	6064 6065	35.62 80.30
Oneida and New York, N. Y. ...	2	270.33	Oneida, Cornwall Station, N. Y. (N. Y., O. and W.). Cornwall Junction (n.o.) to New York, foot Jay st., (N. Y., O. and W.).	6048 (part) 6137	216.30 52.70
Oswego and Oneida, N. Y. ....	2	58.38	Oswego, Oneida, N. Y. (N. Y., O. and W.)..	6048 (part)	57.90
Ottawa and Emporia, Kans. ....	7	56.85	Ottawa, Emporia, Kans. (So. Kans.) .....	33041	56.85
Owensborough and Russellville, Ky.	5	72.70	Owensborough, Russellville, Ky. (Owens. and Nash.).	20014 (part)	72.36
<i>Pacific Junction, Iowa, and McCook, Nebr.</i>	6	309.42	Pacific Junction, Iowa, Plattsmouth, Nebr. (B. and M. R. in Nebr.). Plattsmouth, Orecopolis Junction, Nebr. (B. and M. R. in Nebr.). Orecopolis Junction, Omaha, Nebr. (B. and M. R. in Nebr.). Omaha, Ashland, Nebr. (B. and M. R. in Nebr.). Ashland, Hastings, Nebr. (B. and M. R. in Nebr.). Hastings, McCook, Nebr. (B. and M. R. in Nebr.).	27073 34039 (part) 34004 34028 (part) 34002 (part) 34009 (part)	5.64 10.60 10.60 10.60 10.60 10.60 10.60 10.60
Paducah, Ky., Memphis, Tenn.	5	168.18	Paducah, Ky., Memphis, Tenn. (Ches., Ohio and So. West.).	20009 (part)	165.10
Painesville and Youngstown, Ohio.	5	60.68	Painesville, Youngstown, Ohio (Paines. and Youngs.).	21046	61.70
Palatka and Punta Gorda, Fla.	4	.....	Palatka, Rochelle, Fla. (Fla. South Ry.)...	16012 (part) 16014 (part) 16023 (part)	1739.62 1466.96 1229.96
North Division .....	.....	192.25	Leesburg, Pemberton, Fla. (Fla. South Ry.).	16024 16026 231007	57.39 75.40 415.60
South Division .....	.....	75.40	Pemberton, Barton, Fla. (South Fla. R. R.).	34055	69.38
Palestine and Laredo, Tex. <sup>11</sup> ...	11	418.25	Barton, Punta Gorda, Fla. (Fla. South Ry.). Palestine, Laredo, Tex. (A. and G. N.).....	23082 (part) 23083	65.11 125.74
Palmer and Burwell, Nebr. ....	6	69.38	Palmer and Burwell, Nebr. (B. and M. R. in Nebr.).	34055	69.38
Palmer, Mass., and New London, Conn.	1	65.30	Palmer, Mass., New London, Conn. (Cen. Vt., N. L. N. Div.).	23082 (part)	65.11
Paola and Coffeyville, Kans. <sup>12</sup> ...	7	125.74	Paola, Coffeyville, Kans. (K. C. and Pac.)..	23083	125.74
Paris and Weatherford, Tex. ....	11	192.35	Paris, Ladonia, Tex. (G., C. and S. F.).....	31059	30.16
			Ladonia, Dallas, Tex. (G., C. and S. F.)....	231053 (part)	68.41
			Dallas, Weatherford, Tex. (G., C. and S. F.)	31059	93.78

<sup>1</sup> Double service daily, except Sunday.<sup>2</sup> One round trip on Sunday by trains 9 and 10.<sup>3</sup> Cars and clerks shown on route 6064.<sup>4</sup> In reserve.<sup>5</sup> 57.90 miles covered by Oswego and Oneida R. P. O.<sup>6</sup> One car in reserve.<sup>7</sup> Cars and clerks shown on route 6048.<sup>8</sup> 216.30 miles covered by Oneida and New York R. P. O.<sup>9</sup> Balance of route, Russellville to Adairville, Ky., covered by closed pouches (13.39 miles). (See Table C.).<sup>10</sup> Distance (4.30 miles) covered by Plattsmouth and Schuyler, Nebr., R. P. O.<sup>11</sup> Reserve.<sup>12</sup> Distance (31.20 miles) covered by Omaha and McCook, Nebr., R. P. O.<sup>13</sup> Distance (121.98 miles) covered by Omaha and McCook, Nebr., R. P. O.<sup>14</sup> Distance (132.07 miles) covered by Omaha and McCook, Nebr., R. P. O.<sup>15</sup> Balance of route covered by Louisville and Paducah R. P. O. (226.90 miles).<sup>16</sup> For full equipment of line see Louisville and Paducah R. P. O.: all cars running through between Louisville, Ky., and Memphis, Tenn.<sup>17</sup> 10.5 miles, Gainesville to Rochelle, closed-pouch service. (See Table C.).<sup>18</sup> 13.8 miles reported in Astor and Leesburg R. P. O.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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 crew.	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.			
<i>Lbs.</i>									<i>Ft. In.</i>	<i>Ft. In.</i>			
3,984	July 1, 1889	430.52	330.52	6	171,947	115.30	1	20 10	9 5	4	1	4	
3,083	July 1, 1889	250.52	193.02	6 <sup>1</sup>	78,058		1	20 10	9 5	( <sup>1</sup> )			
		434.41	333.22	6			( <sup>1</sup> )			( <sup>1</sup> )			
		225.35	193.08	6 <sup>1</sup>	6,111		( <sup>1</sup> )	20 9	8 9	( <sup>1</sup> )			
1,293	July 1, 1889	210	( <sup>1</sup> )	125.89	6	168,686	135.15	15 4	7 4	( <sup>1</sup> )	1	4	
1,741	July 1, 1889	230.00	126.15	6			( <sup>1</sup> )	17 0	7 0	( <sup>1</sup> )			
1,293	July 1, 1889	4220.40	4122.06	6	36,398	116.00	1	15 0	6 11	1	1	1	
243	July 1, 1886	1127.29	1227.29	6	35,474	113.70	1	11 9	7 4 <sup>1</sup>	1	1	1	
472	July 1, 1884	120.40	221.60	6	45,305	145.40	1	10 0	9 6	1	1	1	
8,556	July 1, 1887	820	420	7	225,876	154.71	2	51 3	9 0	4	3	12	
5,800	Jan. 5, 1887	325.80	425.80				11	40 0	9 1				
		328.45	433.20										
5,377	Jan. 5, 1887	328.09	431.65										
7,641	July 1, 1886	326.89	422.69										
842	July 1, 1886	318.63	416.50										
1,894	July 1, 1886	730.60	227	7	129,771	112.12	(16)			3	1	3	
274	July 1, 1888	2121.54	1619.20	6	37,864	121.36	1	11 6	6 10	1	1	1	
323	July 1, 1884	19 19	20 20.9				2	16 9	7 7				
1,141	July 1, 1888	19 18.8	20 18.8	6			1	11 1	6 3	3	1	4	
700	Oct. 21, 1885	1922.2	2022.2	6	110,064	128.18	1	24 0	8 1				
450	Feb. 23, 1887	19 17	20 14.7	6			1	10 6	7 6	1	1		
331	Nov. 22, 1886	19 14.8	20 14.8	6	47,049	150.8	2	22 2	9 2	7	2 <sup>1</sup>	10	
2,036	July 1, 1886	118.86	218.86	7	305,523	119.50	1	21 1	9 4				
252	July 1, 1888	5322.03	5426.46	6	43,293	138.76	1	9 7	6 7	1	1	1	
2,323	July 1, 1889	1420.46	925.06	6	40,747	130.60	1	10 8	6 5	1	1	1	
245	July 1, 1889	117.96	217.34	7	76,891	125.73	1	12 0	8 2	2	1	2	
							1	11 10	6 11				
546	July 1, 1888	7618.92	7520.15	7	140,415	128.23	2	13 6	9 0	3	1	3	
156	Feb. 16, 1887	7616.77	7514.48				1	13 0	9 0				
303	July 1, 1889	26115.55	26215.55										

<sup>19</sup> 10.5 miles, Pemberton to Brooksville, closed-pouch service. (See Table C.)<sup>20</sup> Two reserve cars.<sup>21</sup> Line divides at San Antonio, Tex.; Palestine and San Antonio, Tex., R. P. O. (262.72 miles) and San Antonio and Laredo, Tex., R. P. O. (155.53 miles).<sup>22</sup> Taylor and San Antonio, Tex., R. P. O. runs over 116.50 miles of route 31007 between Taylor and San Antonio, Tex.<sup>23</sup> Three helpers from Palestine to Austin, Tex. (182.72 miles).<sup>24</sup> Balance of route covered by Brattloborough and Palmer R. P. O. (56.28 miles).<sup>25</sup> Reserve car.<sup>26</sup> Reported last year as Kincaid and Coffeyville, Kans. R. P. O.; increased distance, 40.15 miles; extended January 4, 1889.<sup>27</sup> 12.30 miles of route 31053, between Ladonia and Honey Grove, Tex., covered by closed-pouch service. (See Table C.)<sup>28</sup> Trains 75 and 76 run from Dallas to Cleburne, Tex., and Cleburne to Weatherford on 61 and 62; R. P. O. clerks extend run to end at Weatherford, Tex.; this extension takes up and discontinues the Dallas and Weatherford, Tex., R. P. O.; extended December 15, 1888.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Parkersburgh, W. Va., and Cincinnati, Ohio.	5	196.49	Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.).	21028	( <sup>1</sup> )
Pembina, Dak., and Winnipeg Junction, Minn.	10	109.61	Pembina, Dak., Winnipeg Junc., Minn. (Nor. Pac.).	28061	200.15
Peninsular Junction, Md., and Cape Charles, Va.	2	73.51	Peninsular Junction, Md., Cape Charles, Va. (N. Y., P. and N.).	10015	73.32
Penn Haven and Mount Carmel, Pa.	2	45.78	Penn Haven, Mount Carmel, Pa. (L. V.).	8011	45.79
Pentwater and Muskegon, Mich.	9	45.13	Park Place, Mahanoy City, Pa. (L. V.). Pentwater, Muskegon, Mich. (C. and W. M.).	8158 24052	3.27 45.99
Peoria, Ill., and Evansville, Ind.	6	250.10	Peoria, Ill., Evansville, Ind. (Peo., Dec. and Evans.).	23024	250.56
Peoria and Galesburg, Ill.	6	52.80	Peoria, Galesburg, Ill. (Chi. Bur. and Qoy.).	23009 (part)	52.83
Peoria and Jacksonville, Ill.	6	84.50	Peoria, Jacksonville, Ill. (Jack. and So. East.).	23038	84.26
Peoria, Ill., and Oskaloosa, Iowa.	6	190.82	Peoria, Ill., Oskaloosa, Iowa. (Central Iowa).	23068	191.30
Perryville and Memphis, Tenn.	5	136.75	Perryville, Memphis, Tenn. (Tenn. Mid.).	19027	135.49
Peterborough, N. H., and Worcester, Mass.	1	53.80	Peterborough, N. H., Winchendon, Mass. (Ches.). Winchendon, Worcester, Mass. (Fitch., Wor. Div.).	8058 3057	16.58 37.67
Phalanx Station and Bergholz, Ohio.	5	60.98	Phalanx Station, Bergholz, Ohio (Lake Erie, Alliance and South.).	21067	60.80
Philadelphia, Pa., Aiken and Baltimore, Md.	3	90	Philadelphia, Pa., Baltimore, Md. (B. and O.).	10027	96
Philadelphia, Pa., and Atlantic City, N. J.	2	60.76	Philadelphia, Pa., Atlantic City, N. J. (C. and A.).	7015	58.53
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., Bay View, Md. (P., W. and B.). Bay View, Baltimore, Md. (B. and P.).	10001 (part)	( <sup>14</sup> )
Philadelphia, Pa., and Cape May, N. J.	2	83.60	Camden, Cape May, N. J. (West Jersey)..	10013 (part)	( <sup>15</sup> )
Philadelphia, Pa., and Crisfield, Md.	2	102.92	Philadelphia, Pa., Delaware Junction, Del. (P., W. and B.). Delaware Junction, Delmar, Del. (P., W. and B.). Delmar, Del., Crisfield, Md.	10001 (part) 9501 9502	( <sup>16</sup> ) 97.12 38.23
Philadelphia, Pa., and Port Deposit, Md.	2	68.80	Philadelphia, Pa., Delaware Junction, Del. (P., W. and B.). Delaware Junction, Dover, Del. (P., W. and B.). Philadelphia, Wawa, Pa. (P., W. and B.). Wawa, Pa., Port Deposit, Md. (P., W. and B.).	10001 (part) 9501 (part) 8003 (part) 8004 (part)	( <sup>17</sup> ) ( <sup>18</sup> ) ( <sup>19</sup> ) ( <sup>20</sup> ) 351.57

<sup>1</sup> Covered by Grafton and Cincinnati R. P. O. (195.30 miles).

<sup>2</sup> Clerks are appointed to Grafton and Cincinnati R. P. O. and are shown with that line; run in mail apartment car between Cincinnati, Ohio, and Parkersburgh, W. Va., and Parkersburgh, W. Va., and Chillicothe, Ohio; on west trips act as helpers to Grafton and Cincinnati day line Chillicothe to Cincinnati, Ohio; second clerks of Grafton and Cincinnati day line act as helpers to Parkersburgh and Cincinnati clerks Cincinnati to Chillicothe, Ohio.

In reserve.

<sup>4</sup> On train 3 the R. P. O. runs in and out of Mahanoy City, a distance of 3 miles.

<sup>5</sup> Cars and clerks shown on route 8011.

<sup>6</sup> One car in reserve.

<sup>7</sup> Balance of route, Galesburg to Rio, Ill. (13.27 miles) covered by closed pouches. (See Table C.)

<sup>8</sup> Reserve.

<sup>9</sup> R. P. O. service established July 23, 1888, between Jackson and Memphis, Tenn. (86.39 miles). May 27, 1889, service extended to Perryville, Tenn., increasing distance 49.10 miles. Closed-pouch service established between Perryville and Jackson, Tenn. (See Table C.)

in the United States on June 30, 1889—Continued

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.	Avg. speed (miles).	Train No. inward.	Avg. speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Fl.</i>	<i>In.</i>			
27,445	July 1, 1888	522	80	623	40	6	122,610	98.24	2	16 0	9 3	4	1	( <sup>9</sup> )
799	Aug. 25, 1888	5424	39	5123	90	7	145,715	133.07	1	22 4½	8 10	3	1	3
1,519	July 1, 1889	124	50	1226	73	6	45,870	147.02	1	20 0	8 0	1	1	1
345	July 1, 1889	221	97	323	89	6	28,567	97.56	1	12 10	6 3	1	1	1
345	July 1, 1885	( <sup>4</sup> )	.....	43	23.80	6	3,744	.....	( <sup>4</sup> )	.....	.....	( <sup>4</sup> )	.....	.....
443	July 1, 1884	22	17.60	27	18.20	6	28,161	90.26	1	11 0	8 9	1	1	1
801	July 1, 1887	123	90	224	20	6	156,052	125.05	63	19 0	8 6	4	1	4
1,769	July 1, 1887	628	80	531	68	6	32,947	105.60	1	19 4½	8 11½	1	1	1
.....	.....	322	40	222	91	6	52,728	84.50	1	16 0	7 3	2	1	2
287	July 1, 1887	312	32	412	32	6	119,072	127.21	1	10 0	7 3	3	1	3
.....	.....	61	17.82	62	16.80	6	52,912	136.25	2	15 2	8 5	2	1	2
403	July 1, 1889	35	13.71	500	17.45	6	33,571	107.60	1	16 0	6 6	1	1	1
1,189	July 1, 1889	35	22.65	500	18.19	6	.....	.....	101	10 5	6 10	.....	.....	.....
223	July 1, 1888	214	46	113	80	6	38,052	121.96	101	15 10	8 2	1	1	1
290	July 1, 1889	129	25.04	122	22.59	6	59,904	96	2	18 0	8 6	2	1	2
1,582	July 1, 1889	255	25.45	260	22.58	6	137,914	121.52	1	23 4	6 8	1	1	2
58,491	July 1, 1885	267	24.75	252	20.16	6	137,914	.....	1	15 0	8 2	1	1	.....
57,708	July 1, 1885	127	42.01	24	27.22	6	60,177	98.04	1	20 0	8 0	2	1	2
2,183	July 1, 1885	325	73	20	36.22	6	152,166	167.20	( <sup>17</sup> )	.....	.....	( <sup>17</sup> )	.....	.....
58,491	July 1, 1885	11	29.19	8	27.82	6	152,166	.....	1	14 10	8 0	1	1	103
8,254	July 1, 1889	126	80	12	28.20	6	101,662	108.62	1	25 8	8 2	4	1	5
1,937	July 1, 1889	127	57	12	29.10	6	.....	.....	( <sup>26</sup> )	.....	.....	( <sup>26</sup> )	.....	.....
58,491	July 1, 1885	39	24.25	24	22.23	6	46,937	150.44	( <sup>26</sup> )	.....	.....	( <sup>26</sup> )	.....	.....
3,711	July 1, 1885	39	30.51	24	22.88	6	.....	.....	( <sup>26</sup> )	.....	.....	( <sup>26</sup> )	.....	.....
2,528	July 1, 1889	521	60	46	23.46	6	142,931	91.73	1	14 0	8 0	2	1	3
1,126	July 1, 1889	33	27.19	28	26.51	6	142,931	.....	1	10 0	6 0	1	1	.....
.....	.....	522	41	46	19.78	6	.....	.....	( <sup>26</sup> )	.....	.....	( <sup>26</sup> )	.....	.....
.....	.....	33	21.48	28	18.38	6	.....	.....	1	8 9	6 6	.....	.....	.....

June 6, 1889, run of clerks extended to Perryville, Tenn.

<sup>10</sup> These cars are also used by Winchester and Worcester R. P. O.<sup>11</sup> Reserve cars.<sup>12</sup> Two cars in reserve.<sup>13</sup> Double service daily, except Sunday.<sup>14</sup> 91.80 miles covered by New York and Washington R. P. O.<sup>15</sup> In New York and Washington R. P. O.<sup>16</sup> 4 miles covered by New York and Washington R. P. O.<sup>17</sup> Car and clerks shown on route 10001.<sup>18</sup> One transfer clerk at Camden, N. J.<sup>19</sup> 23.20 miles covered by New York and Washington R. P. O.<sup>20</sup> Cars and clerks shown on route 10001.<sup>21</sup> Clerk accounted for in Philadelphia and Crisfield R. P. O.<sup>22</sup> 45.77 miles covered by Philadelphia and Crisfield R. P. O.<sup>23</sup> 18.13 miles covered by Philadelphia and West Chester R. P. O.<sup>24</sup> 7.17 miles covered by closed-pouch service. (See Table C.)<sup>25</sup> Cars and clerks shown on route 8003.

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.
		<i>Miles.</i>			
Philadelphia, Pa., and Port Norris, N. J.	2	59.16	Camden, Glassborough, N. J. (West Jersey). Glassborough, Bridgeton, N. J. (West Jersey). Bridgeton, Port Norris, N. J. (C. and M. R.).	7041 (part) 7051 7033	( <sup>1</sup> ) 20.20 21.30
Philadelphia and West Chester, Pa.	2	28.50	Philadelphia, West Chester, Pa. (P. W. and B.).	8003	27.81
Pittsburgh, Pa., and Akron, Ohio.	5	136.32	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.).	78125 (part) 8123 (part) 21076	58.00 ( <sup>2</sup> ) 78.27
Pittsburgh and Chanute, Kans.	7	54.80	Pittsburgh, Chanute, Kans. (So. Kans.)...	33039	54.80
Pittsburgh, Pa., and Chicago, Ill. <sup>10</sup>	5	468.80	Pittsburgh, Pa., Chicago, Ill. (Pitts., Ft. Way. and Chic.).	21002	468.20
Pittsburgh, Pa., and Cincinnati, Ohio. <sup>12</sup>	5	312.74	Pittsburgh, Pa., Columbus, Ohio (Pitts., Cin. and St. L.). Columbus, Cincinnati, Ohio (Pitts., Cin. and St. L.).	21032 ( <sup>13</sup> ) 21014	( <sup>14</sup> ) 120.20
Pittsburgh, Pa., and Crestline, Ohio.	5	189.30	Pittsburgh, Pa., Crestline, Ohio (Pitts., Ft. Way. and Chic.).	21002 (part)	( <sup>15</sup> )
Pittsburgh and Fairchance, Pa.	2	75.84	South West Junction, Pittsburgh, Pa. (Penn.). South West Junction, Fairchance, Pa. (Penn.).	8001 (part) 8104	( <sup>16</sup> ) 44.72
Pittsburgh and New Haven, Pa.	2	66.12	Pittsburgh, New Haven, Pa. (P. and L. E.).	8159	59.51
Pittsburgh, Pa., and St. Louis, Mo.	5	621.78	Pittsburgh, Pa., and Columbus, Ohio (Pitts., Cin. and St. L.). Columbus, Ohio, and Indianapolis, Ind. (Chic., St. L. and Pitts.).  Indianapolis and Terre Haute, Ind. (Ter. Haute and Ind.). Terre Haute, Ind., and East St. Louis, Ill. (Ter. Haute and Ind.).	21032 21015  22002 22044	193.85 189.06  74.30 167.75

<sup>1</sup> 17.64 miles covered by Philadelphia and Cape May R. P. O.

<sup>2</sup> Trains 66 and 61 run between Philadelphia and Bridgeton only.

<sup>3</sup> Double service daily, except Sunday.

<sup>4</sup> Cars and clerks shown on route 7041.

<sup>5</sup> In reserve.

<sup>6</sup> Double service daily, except Sunday.

<sup>7</sup> Balance of route, New Castle Junction to New Castle, Pa. (3.03 miles), covered by closed pouches. (See Table C.)

<sup>8</sup> One car in reserve.

<sup>9</sup> Covered by Cleveland, Youngstown and Pittsburgh R. P. O. (.60 miles).

<sup>10</sup> Previous to June 1, 1889, this line divided at Crestline, Ohio. East Division—Pittsburgh, Pa., to Crestline, Ohio (188.70 miles). West Division—Crestline, Ohio, to Chicago, Ill. (279.50 miles). Commencing on that date clerks run through as follows: West trips—Pittsburgh, Pa., to Chicago, Ill. East trips—Chicago, Ill., to Crestline, Ohio, and Crestline, Ohio, to Pittsburgh, Pa., beginning and ending runs at Crestline, Ohio.

<sup>11</sup> Four helpers on through run, running over whole line, three days on and four off. Four clerks and two helpers in apartment cars between Pittsburgh, Pa., and Crestline, Ohio, helpers running between Crestline, Ohio, and Rochester, Pa. (163.30 miles). Four clerks and four helpers in apartment cars between Crestline,

Ohio, and Chicago, Ill., helpers running over whole line. One clerk detailed as chief clerk at Crestline, Ohio. Two clerks detailed to transfer duty at Crestline, Ohio. One clerk detailed as transfer clerk at Fort Wayne, Ind. One clerk detailed as transfer clerk at Mansfield, Ohio.

<sup>12</sup> The day line of this R. P. O. runs west, and the day and night lines run east between Pittsburgh, Pa., and Columbus, Ohio, on same train, but in separate cars, as Pittsburgh and St. Louis R. P. O.

<sup>13</sup> Covered by the Pittsburgh and St. Louis R. P. O. (193.85 miles).

<sup>14</sup> Cars all run through between New York, N. Y., Cincinnati, Ohio, and St. Louis, Mo. For full equipment of line see New York and Pittsburgh R. P. O. in Second Division report.)

<sup>15</sup> Day line.

<sup>16</sup> Two clerks in apartment cars between Columbus and Cincinnati, Ohio. Five clerks detailed to clerical duty in office superintendent Fifth Division. Two clerks detailed as printers in office superintendent Fifth Division. One clerk detailed as transfer clerk at Columbus, Ohio.

<sup>17</sup> Night line.

<sup>18</sup> Covered by Pittsburgh and Chicago R. P. O. (188.70 miles).

<sup>19</sup> Clerks are appointed to Pittsburgh and Chicago R. P. O., and are shown with that line. Two



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day. <i>Lbs.</i>	Date of last re-adjust- 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- portioned to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
2,185	July 1, 1889	63 22.50		64 22.70		6	36,916	98.86	1	<i>Ft. In.</i> 14 9	<i>Ft. In.</i> 8 0	2	1	2
1,639	July 1, 1889	61 18.56		66 19.20		6	24,733	.....	1	18 6	8 4	( <sup>4</sup> )		
509	July 1, 1889	61 25.24		66 24.80		6	.....	.....	( <sup>4</sup> )	.....	.....	( <sup>4</sup> )		
2,328	July 1, 1889	7 19.87		22 21.64		6	17,784	114	1	15 0	9 0	1	1	1
1,222	July 1, 1889	4 23.22		15 21.78		6	85,061	136.32	3	19 10	8 10	2	1	2
5,744	July 1, 1889	4 18		15 18		6	.....	.....	.....	.....	.....	.....	.....	.....
380	July 1, 1888	4 26.09		15 26.09		6	.....	.....	.....	.....	.....	.....	.....	.....
226	July 1, 1889	242 12.91		241 20.58		6	34,251	109.78	1	11 11	7 6½	1	1	1
27,731	July 1, 1888	7 34.02		4 35.16		7	342,224	133.94	5	60 0	9 0	7	3	144
92,178	July 1, 1889	7 34.20		6 30.24		7	229,030	156.87	(14)	.....	.....	154	4	1642
26,660	July 1, 1889	7 32.82		6 32.10		7	229,030	.....	.....	.....	.....	174	4	.....
27,731	July 1, 1888	5 28.26		2 32.82		7	.....	.....	.....	.....	.....	.....	.....	.....
91,079	July 1, 1888	3 24.48		10 24.00		6	118,123	94.65	2	20 0	8 0	4	2	(19)
91,079	July 1, 1885	42 29.62		47 26.32		6	47,324	151.68	1	14 10	8 6	1	1	1
1,356	July 1, 1889	42 20.79		47 21.81		6	.....	.....	(21)	.....	.....	(21)	.....	.....
425	July 1, 1889	28 20.16		31 22.54		6	37,515	120.24	1	9 6	6 4	1	1	1
92,178	July 1, 1889	7 34.20		6 30.24		7	977,025	155.44	(29)	.....	.....	238	8	145
69,420	July 1, 1889	1 30.96		20 31.44		7	.....	.....	.....	.....	.....	264	7	.....
66,712	July 1, 1889	7 37.32		6 28.44		7	.....	.....	.....	.....	.....	264	6	.....
63,400	July 1, 1889	1 31.61		20 31.61		7	.....	.....	.....	.....	.....	.....	.....	.....
		7 35.94		6 35.01		7	.....	.....	.....	.....	.....	.....	.....	.....
		1 31.86		20 37.19		7	.....	.....	.....	.....	.....	.....	.....	.....
		7 35.94		6 27.96		7	.....	.....	.....	.....	.....	.....	.....	.....
		1 31.92		20 37.26		7	.....	.....	.....	.....	.....	.....	.....	.....

helpers between Crestline, Ohio, and Rochester, Pa. (163.30 miles).

■ 31.60 miles covered by New York and Pittsburgh R. P. O.

■ Cars and clerk shown on route 80-01.

■ Letter and paper cars are 60 feet long and storage cars 40 feet long; cars on this line all run through between New York, N. Y., Cincinnati, Ohio, and St. Louis, Mo. (For full equipment of line see New York and Pittsburgh R. P. O. in Second Division report.

■ Clerks of this line run as follows: On trains Nos. 7 and 6 clerks run through between Pittsburgh, Pa., and St. Louis, Mo., heading from Indianapolis, Ind., and commencing runs at that place east trips. Eight crews, 8 clerks to crew.

■ Four clerks on Indianapolis, Vandalia and St. Louis R. P. O.: 1 clerk on Indianapolis and Terre Haute R. P. O.; 2 helpers between Richmond, Ind., and St. Louis, Mo., 4 days in the week on trains Nos. 1 and 20; 1 clerk detailed as chief clerk at Indianapolis, Ind.; 2 clerks detailed as assistant chief clerks at Indianapolis, Ind.; 1 clerk detailed as chief clerk at Pittsburgh, Pa.; 2 clerks detailed to transfer duty at Columbus, Ohio; 1 clerk detailed to transfer duty at Richmond, Ind.; 6 clerks detailed to transfer duty at Indianapolis, Ind.; 2 clerks detailed to transfer duty

at Terre Haute, Ind.; 2 transfer clerks on trains Nos. 20 and 7 between Pittsburgh, Pa., and Columbus, Ohio. One porter on trains Nos. 6 and 7 between Trinway, Ohio, and Pittsburgh, Pa.; 2 porters between Pittsburgh, Pa., and Columbus, Ohio, on trains Nos. 5 and 2 (Pittsburgh and Cincinnati R. P. O. night line); 2 porters on trains Nos. 6 and 20 between Richmond and Terre Haute, Ind.

■ On trains Nos. 1 and 20 clerks run in two divisions—Pittsburgh, Pa., to Richmond, Ind.; distance, 312.80 miles. Four crews, 7 clerks to crew. Clerks of Logansport and Columbus R. P. O. run west on train No. 1 in car of this R. P. O. as helpers, between Columbus and Bradford, Ohio.

■ Richmond, Ind., to St. Louis, Mo.; distance, 305.98 miles. Four crews, 8 clerks to crew. Leaving Saint Louis, 5th clerk of train No. 20 assists Indianapolis, Vandalia and Saint Louis clerks to Indianapolis; 2d and 6th clerks of train 20 leave that train at Indianapolis, and together with 5th clerk perform service on train 8 between Indianapolis and Richmond, Ind.; leaving Richmond, east bound, 3d and 7th clerks do not go east on train 20, but perform service to Columbus, Ohio, on train 8, where they join Pittsburgh and Cincinnati R. P. O. night line, train No. 2.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va.	5	69.04	Pittsburgh, Pa., Steubenville, Ohio (Pitts., Cin. and St. L.). Steubenville, Ohio, Wheeling, W. Va. (Pitts., Cin. and St. L.).	21032 (part) 12005 24	( <sup>1</sup> )
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.).	21032 (part) 8058 21.98	( <sup>7</sup> )
Pittsburgh and West Brownsville, Pa.	2	54.34	Pittsburgh, West Brownsville, Pa. (Penn.).	8081	54.42
Pittsburgh, Pa., and Wheeling, W. Va.	2	72.08	Pittsburgh, Pa., Wheeling, W. Va. (B. and O.).	8040	72.01
Pittsfield, Mass., and Bridgeport, Conn.	1	101.49	Pittsfield, Mass., Bridgeport, Conn. (Hous.)	5012	116.25
Pittsfield and Hooksett, N. H.	1	20.35	Pittsfield, Hooksett, N. H. (Con.).	1004	20.25
Placerville and Sacramento, Cal.	8	60.75	Sacramento, Placerville, Cal. (Sacramento and Placerville R. R.).	40005	60.75
Plattsburgh and Saranac Lake, N. Y.	2	72.82	Plattsburgh, Lyon Mountain, N. Y. (Chateaugay). Lyon Mountain, Saranac Lake, N. Y. (Chateaugay).	6105 6132	24.67 29.08
Plattsmouth and Schuyler, Nebr.	6	81.09	Plattsmouth, Ashland, Nebr. (B. and M. R. in Nebraska). Ashland, Schuyler, Nebr. (B. and M. R. in Nebraska).	34039 34057	21.75 50.72
Plymouth and Concord, N. H.	1	51.40	Plymouth, Concord, N. H. (Bos. and Me., Low. Sys.).	11066 (part)	( <sup>9</sup> )
Portage and Madison, Wis.	10	40.51	Portage, Madison, Wis. (Chi., Mil. and St. P.).	25023	25.48
Port Austin and Port Huron, Mich.	9	87.71	Port Austin, Port Huron, Mich. (F. and P. M.).	24042	87.28
Port Harford and Los Olivos, Cal.	8	79.77	San Luis Obispo, Port Harford, Cal. (Pacific Coast Rwy.). San Luis Obispo, Los Olivos, Cal. (Pacific Coast Rwy.).	40041 40040	12.35 67.42
Portland, Me., and Boston, Mass.	1	116.70	Portland, Me., Boston, Mass. (Bos. and Me.)	3011	116.25
Portland and Coburg, Oregon.	8	118.88	Portland, Dundee Junction, Oregon (Portland, Will. Val. R. R.). Ray's Landing, Coburg, Oregon (Oregonian Rwy. Co., Limited).	44004 44007	25.13 82.75
Portland and Corvallis, Oregon.	8	97.78	Portland, Corvallis, Oregon (Oregon and California R. R.).	44002	97.74
Portland, Me., and Island Pond, Vt.	1	149.78	Portland, Me., Island Pond, Vt. (Grand Trunk).	107 (part)	148.71
Portland, Me., and Island Pond, Vt. (short run).	1	92.16	Portland, Me., Gorham, N. H. (Grand Trunk).	107 (part)	( <sup>11</sup> )
Portland and Nazareth, Pa.	2	26.64	Portland, Nazareth, Pa. (Bangor and Port.).	8125	26.15
Portland, Me., and Rochester, N. H.	1	52.74	Portland, Me., Rochester, N. H. (Port. and Roch.).	258 (part)	( <sup>12</sup> )

<sup>1</sup> Covered by Pittsburgh and St. Louis R. P. O. (43.30 miles).<sup>2</sup> 8.56 miles covered by Pittsburgh and St. Louis R. P. O.<sup>3</sup> Double service daily, except Sunday.<sup>4</sup> Cars and clerks shown on route 21032.<sup>5</sup> One car in reserve.<sup>6</sup> One clerk detailed as transfer clerk at Bridgeport, Conn.<sup>7</sup> Sunday service.<sup>8</sup> Reserve car.<sup>9</sup> Car and clerks shown on route 6105.<sup>10</sup> Covered by Lancaster and Boston R. P. O. (51.24 miles).<sup>11</sup> Balance of route covered by Lancaster and Boston R. P. O. (84.96 miles), and closed-pouch service between Lancaster and Gravel Junction (9.58 miles). (See Table C.)<sup>12</sup> Reserve cars.<sup>13</sup> This clerk has relief every fourth week.<sup>14</sup> One clerk detailed to superintendent's office.<sup>15</sup> Route 44007 outtailed March 12, 1889. Same date

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. In.</i>			
92,178	July 1, 1889	13	19.98	14	19.26	6	43,081	138.08	1	19 0	9 0	1	1	1
1,710	July 1, 1889	13	19.56	14	19.56	6								
61,656	July 1, 1885	121	21.07	120	17.24	6	19,731	126.48	1	15 0	9 0	1	1	1
1,682	May 1, 1889	121	21.07	120	17.24	6	19,731		(4)			(4)		
1,304	July 1, 1889	125	18.06	126	18.97	6								
1,107	July 1, 1889	4	19.75	9	19.75	6	33,908	108.68	2	15 0	8 8	1	1	1
1,663	July 1, 1885	7	22.17	8	22.17	6	44,978	144.16	1	17 2	8 11	1	1	1
		8	26.93	9	27.84	6	68,945	110.40	1	14 7	6 0	2	1	5
		12	30	15	26.93	6	68,945		1	14 7	6 0	2	1	
				17	25.87	1	11,712		1	14 7	6 0			
519	July 1, 1889	69	16.43	68	23.07	6	12,698	40.70	1	8 0	7 0	1	1	1
792	July 1, 1889	70	18.98	71	19.59	6	37,908	121.50	1	6 6	6 0	1	1	1
609	July 1, 1889	1	21.47	4	15.94	6	45,440	145.64	1	16 1	5 10	1	1	1
313	Mar. 1, 1887	1	23.40	4	22.94	6			(2)			(2)		
5,800	Jan. 5, 1887	7	24.56	10	23.61	6	50,600	162.18	1	7 4	8 6	1	1	1
			24.95	8	24.95									
2,853	July 1, 1889	52	25.54	55	27.13	6	32,073	102.80	2	10 0	7 0	1	1	1
									(12)	6 8	6 1			
563	July 1, 1887	300	25.97	303	22.08	6	25,278	81.02	1	16 9	7 5	1	1	1
571	July 1, 1884	343	19.22	342	16.47	6	54,731	131.57	1	16 0	7 4	1	1	(1)
27	July 1, 1886	3	18.30	4	20.00	7	49,776	159.54	1	12 0½	7 7	1	1	1
296	June 21, 1888	3	21.17	4	21.17									
4,739	July 1, 1885	70	25.66	75	26.65	6	72,820	110.70	1	41 9	8 11	2	3	(11)
		122	25.66	7	24.75	6	72,820		1	25 4	9 0	2	2	
									(12)	25 0	8 6			
			14.15	4	14.15	6	74,181	118.88	2	41 9	8 11			
									(12)	18 0	7 6	2	1	2
387	Mar. 28, 1887	3	10.49	4	10.71									
630	July 1, 1886	2	21.48	1	21.72	6	61,014	97.78	2	10 0	8 10	2	1	2
2,463	July 1, 1889	2	21.83	1	25.22	6	93,462	99.85	1	20 0	7 4	3	1	(67)
									1	21 6	7 6			
2,463	July 1, 1889	4	28.80	5	26.77	6	57,507	92.16	2	22 4	7 8	2	1	(10)
455	July 1, 1889	2	17.76	5	16.82	6	16,623	53.28	1	7 1	6 9	1	1	(1)
									1	6 0	6 8			
1,941	July 1, 1885	2	24	(73)	(73)	3	16,454	105.48	1	9 0	6 6			
									(11)	15 0	9 0	1	1	(24)

44004 established on that part of route 44007 curtailed.

16 Two clerks as helpers; two clerks on short run.

17 Balance of route covered by closed-pouch service between Island Pond and Norton Mills (16.02 miles). (See Table C.)

18 Covered by Portland and Island Pond R. P. O. (91.99 miles).

19 Shown in column 17, Portland and Island Pond R. P. O.

20 Balance of route covered by Portland and Island

Pond R. P. O. (57.72 miles), and closed-pouch service between Island Pond and Norton Mills (16.02 miles). (See Table C.)

21 In reserve.

22 Covered by Portland and Worcester R. P. O. (52.50 miles).

23 This clerk runs from Rochester to Portland with Portland and Worcester clerk as assistant.

24 Shown in column 17, Portland and Worcester R. P. O.

25 Balance of route not covered (2.50 miles).

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
<i>Portland, Oregon, and San Francisco, Cal.</i>	8	Miles. 774.16	Portland, Ashland, Oregon (Oreg. and Cal. R. R.). <sup>1</sup> Ashland, Oregon, Roseville, Cal. (Central Pacific R. R.). Roseville, San Francisco, Cal. (Central Pacific).	44001 46003 46001 (part)	342.58 323.30 ( <sup>1</sup> )
Portland, Me., and Swanton, Vt.	1	232.90	Portland, Me., Fabyan House, N. H. (Port. and Ogd.) Fabyan House, N. H., South Lunenburg, Vt. (Bos. and Me., Low. Sys.). South Lunenburg, Swanton, Vt. (Bos. and Me., St. J., and L. Cham. Div.).	10 1007 2011	89.90 24.28 118.56
Portland, Me., and Swanton, Vt. (Short run.)	1	72.87	Portland, Me., Bartlett, N. H. (Port. and Ogd.).	410 (part)	( <sup>1</sup> )
Portland, Me., and Worcester, Mass.	1	147.34	Portland, Me., Rochester, N. H. (Port. and Roch.). Rochester, N. H., Worcester, Mass. (B. and Me., W. N., and P. Div.).	8 1012	55 95.04
Portland, Me., and Worcester, Mass. (Short run.)	1	46.76	Nashua, N. H., Worcester, Mass. (B. and Me., Wor., N. and P. Div.).	121012 (part)	( <sup>15</sup> )
Portsmouth and Cincinnati, Ohio.	5	108.17	Portsmouth, Batavia Junction (n. o.), Ohio (Ohio and North West). Batavia Junction (n. o.), Cincinnati, Ohio (Pitta., Cin. and St. L.).	21052 21014 (part)	98.02 ( <sup>11</sup> )
Portsmouth and Concord, N. H.	1	59.25	Portsmouth, Concord, N. H. (Con.)	1002	59.16
Portsmouth and Manchester, N. H. (Short run, Portsmouth and Concord).	1	41.52	Portsmouth, Manchester, N. H. (Con.)	11003 (part)	( <sup>14</sup> )
Pottsville and Philadelphia, Pa.	2	94.13	Pottsville, Philadelphia, Pa. (P. and R.)	8002	93.10
Pottsville, Tamaqua, and Herndon, Pa.	2	78.74	Pottsville, Herndon, Pa. (P. and R.)	8013	78.06
Powers, Mich., and Florence, Wis.	10	42	Powers, Mich., Florence, Wis. (Chi. and No. West.).	224032 (part)	41.54
Pratt and Liberal, Kans.	7	136.22	Pratt, Liberal, Kans. (C., R. I. and P.)	233075 (part)	135.28
Princeton, Ky., and Clarksville, Tenn.	5	57.09	Princeton, Ky., Clarksville, Tenn. (Louis. and Nash.).	19024	57.53
Prosser, Nebr., and Yuma (n. o.), Kans. <sup>28</sup>	7	102.90	Prosser, Nebr., Warwick, Kans. (Pac. in Nebr.). Warwick, Yuma (n. o.), Kans. (C. B. U. P.).	33094 33027	72.18 30.86
Providence, R. I., and New London, Conn.	1	65.24	Providence, R. I., Groton, Conn. (N. Y., P. and Bos.).	4002	( <sup>17</sup> )
Providence and Pascoag, R. I.	1	23.75	Providence, Pascoag, R. I. (Prov. and Spg.)	4006	23.17
Providence, R. I., and Willimantic, Conn.	1	59.04	Providence, R. I., Willimantic, Conn. (N. Y. and New Eng.).	4003	58.61

<sup>1</sup> Line divided at Ashland, Oregon. Five clerks Portland to Ashland, Oregon. Five clerks Ashland, Oregon, to San Francisco, Cal. Two helpers Portland to Albany, Oregon. One helper San Francisco to Marysville, Cal. Two clerks, short run, Sacramento to Red Bluff, Cal. 108.20 miles, route 46001, Roseville to San Francisco covered by Ogden, Utah, and San Francisco, Cal.; 40-foot cars authorized Sacramento to Redding.

<sup>2</sup> One clerk on short run.

<sup>3</sup> Reserve cars.

<sup>4</sup> Covered by Portland and Swanton R. P. O. (72 miles).

<sup>5</sup> Shown in column 17, Portland and Swanton R. P. O.

<sup>6</sup> Balance of route covered by Portland and Swanton R. P. O. (17.99 miles).

<sup>7</sup> One clerk on short run (46.78 miles). One clerk on Portland and Rochester R. P. O. (52.74 miles). The Portland Rochester clerk runs from Rochester to Portland with Portland and Worcester clerk as assistant.

<sup>8</sup> Reserve car.

<sup>9</sup> Covered by Portland and Worcester R. P. O. (46.57 miles).

<sup>10</sup> Shown in column 17, Portland and Worcester R. P. O.

<sup>11</sup> Balance of route covered by Portland and Worcester R. P. O. (48.47 miles).

<sup>12</sup> Covered by Pittsburgh and Cincinnati R. P. O. (8.70 miles).

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lbs.										Ft.	In.			
4,551	July 1, 1889	1520.01	1621.01	7	250,083	137.03	6	40 0	9 5 <sup>1</sup>	5	1	15		
25,702	Aug. 15, 1888	1519	1618.41	.....	315,053	172.63	.....	.....	.....	5	1			
1,319	July 1, 1885	1524	1624	.....	98,521	134.96	1	20 0	8 6	2	1			
1,825	July 1, 1889	15022.28	7124.26	6	145,329	116.45	2	13 0	6 8	4	1	25		
948	July 1, 1889	15019.66	7115.33	.....	.....	.....	41	13 8	6 8	.....	.....			
999	July 1, 1889	15020.58	7120.58	.....	.....	.....	41	15 0	6 6	.....	.....			
1,825	July 1, 1889	15424	15124	6	45,470	145.74	1	10 0	6 0	1	1	(6)		
1,941	July 1, 1885	428.36	327.12	6	91,940	98.22	1	15 0	8 0	3	2	28		
2,525	July 1, 1889	418.78	328	.....	.....	.....	21	15 6	8 10	.....	.....			
2,525	July 1, 1889	420.46	722.08	6	29,178	33.52	1	14 6	8 8	.....	.....			
867	July 1, 1888	6322.20	6022.20	6	67,498	108.17	1	18 0	6 10	1	1	(11)		
26,680	July 1, 1889	6315	6020.88	0	.....	.....	.....	20 0	7 10	2	1	2		
1,155	July 1, 1889	5418.76	5323.40	6	36,972	118.50	1	13 0	6 8	1	1	142		
1,155	July 1, 1889	4621.69	5523.14	6	25,908	83.04	1	13 0	7 0	1	1	(16)		
5,192	July 1, 1889	231	331.88	0	58,737	141.10	1	15 5	8 8	1	2	106		
.....	.....	431	2122.59	6	1958,737	.....	1	20 0	8 6	3	1			
.....	.....	023.74	524.80	6	58,737	.....	1	14 10	8 6	.....	.....			
973	July 1, 1889	118.52	417.30	6	49,134	136.28	201	15 0	8 8	.....	.....			
.....	.....	21319.40	21218.80	6	2134,994	.....	201	15 0	9 0	2	1	2		
.....	.....	.....	.....	.....	.....	.....	201	14 9	8 6	.....	.....			
1,070	July 1, 1888	824.05	525.53	7	30,660	84	201	10 8	6 10	.....	.....			
.....	.....	.....	.....	.....	.....	.....	201	14 6	8 8	.....	.....			
2,049	July 1, 1889	2327.05	2420.18	7	99,441	136.22	201	11 4	9 3	1	1	1		
.....	.....	.....	.....	.....	.....	.....	201	35 4	9 5	.....	.....			
119	July 1, 1888	122.26	221.00	0	35,909	115.38	203	35 4	9 5	.....	.....			
605	July 1, 1889	40816.44	40716.44	7	75,117	102.99	2	14 6	7 1	2	1	203		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
15,600	July 1, 1889	40812.77	40712.77	7	40,709	130.48	1	10 9	7 4	2	1	2		
.....	.....	427.96	1126.99	6	40,709	.....	1	16 3	6 11	1	1	2		
.....	.....	2426.09	1539.08	6	.....	.....	1	15 10	6 10	1	1			
851	July 1, 1889	5319.43	5419.71	6	14,820	95	41	15 10	6 6	.....	.....			
.....	.....	5718.39	5621.22	6	14,820	.....	41	6 9	6 5	1	1	1		
972	July 1, 1889	725.99	425.06	6	30,840	118.08	1	6 4	5 2	.....	.....			
.....	.....	.....	.....	.....	.....	.....	1	20 4	8 4	1	1	1		

<sup>14</sup> One clerk on Portsmouth and Manchester R. P. O. (41.52 miles).

<sup>15</sup> Covered by Portsmouth and Concord R. P. O. (41.40 miles).

<sup>16</sup> Shown in column 17, Portsmouth and Concord R. P. O.

<sup>17</sup> Balance of route covered by Portsmouth and Concord R. P. O. (17.76 miles).

<sup>18</sup> One transfer clerk at Reading, Pa.

<sup>19</sup> Triple service daily, except Sunday.

<sup>20</sup> In reserve.

<sup>21</sup> Trains 2 and 3 ran only between Pottsville and Shamokin; double service daily, except Sunday.

<sup>22</sup> Balance of route (16.21 miles) covered by Crystal

Falls, Mich., and Florence, Wis., closed-pouch service. (See Table C.)

<sup>23</sup> 172.24 miles of route 33075, between St. Joseph, Mo., and Herington, Kans., covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O., and 126.65 miles of same route, between Herington and Pratt, Kans., covered by Herington and Pratt, Kans., R. P. O.

<sup>24</sup> 1 car in reserve.

<sup>25</sup> One clerk additional appointed to line on account of extension of line to commence at Herington, Kans.; not yet reported for duty.

<sup>26</sup> New service; not reported last year.

<sup>27</sup> Covered by Boston, Providence and New York R. P. O. (61.80 miles).

TABLE A\*.—Statement of railway post-offices in

Designation of railway post-offices. (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>			
Pueblo and Silverton, Colo. <sup>1</sup> ...	7	.....	Pueblo, Cucharas, Colo. (D. and R. G.)...	38001 (part)	49.70
Eastern Division .....		331.35	Cucharas, Antonito, Colo. (D. and R. G.)...	38004 (part)	109.32
Western Division .....		45.95	Antonito, Silverton, Colo. (D. and R. G.)...	39002	217.05
Pulaski City and Ivanhoe Furnace, Va.	3	32.24	Pulaski City, Ivanhoe Furnace, Va. (Norfolk and Western).	11039	32.23
Quincy, Ill., and Kansas City, Mo. <sup>2</sup>	7	225.02	Quincy, Ill., Cameron, Mo. (H. and St. Jo.)...	1028005 (part)	170.84
		"	Cameron, Kansas City, Mo. (H. and St. Jo.)	28010	55.08
Quincy, Ill., and Louisiana, Mo.	6	44.96	Quincy, Fall Creek, Ill. (Chi., Bur. and Qey.).	23041 (part)	13.10
			Fall Creek, Ill., Louisiana, Mo. (Chi., Bur. and Qey.).	23079	32.10
Quincy, Ill., and Trenton, Mo.	7	137.10	Quincy, Ill., Trenton, Mo. (Q., O. and K. C.)	28019	137.53
Racine, Wis., and Rock Island, Ill.	10	107.88	Racine, Wis., Rock Island, Ill. (Chi., Mil. and St. Paul).	25024	107.85
Raleigh and Gibson's Station, N. C.	3	108.80	Raleigh, Hamlet, N. C. (Ral. and Aug. Air Line).	13010	97.32
			Hamlet, Gibson's Station, N. C. (Ral. and Aug. Air Line).	13034	10.50
Reading and Quarryville, Pa.	2	57.50	Reading, Sinking Springs, Pa. (P. and R.)	8073 (part)	10 <sup>14</sup>
			Sinking Springs, Junction, Pa. (R. and C.)	8031 (part)	10 <sup>28</sup>
			Junction, Quarryville, Pa. (R. and C.)...	8137 (part)	23.50
Reading, Pa., and Wilmington, Del.	2	74.07	Reading, Pa., Wilmington, Del. (W. and N.)	8054	71.00
Red Bank and Bridgeton, N. J.	2	95.20	Red Bank, Eatontown, N. J. (C. R. R. of N. J.).	7049 (part)	172.89
			Eatontown, Whiting, N. J. (C. R. R. of N. J.).	7026 (part)	130.41
			Whiting, Atsion, N. J. (C. R. R. of N. J.).	7029	24.47
			Atsion, Bridgeton, N. J. (C. R. R. of N. J.).	7031	37.81
Redding and Sacramento, Cal.	8	171.41	Redding, Tehama, Cal. (Central Pacific R. R.).	40003 (part)	( <sup>26</sup> )
			Tehama, Davisville, Cal. (Central Pacific)	40022	111.64
			Sacramento, Davisville, Cal. (Central Pacific R. R.).	40001 (part)	( <sup>26</sup> )
Redfield and Gettysburgh, Dak.	10	75.84	Redfield, Gettysburgh, Dak. (Chi. and No. West.).	35024 (part)	75.21
Red Oak, Iowa, and Lincoln, Nebr.	9	113.57	Red Oak, Iowa, Nebraska City, Nebr. (Chi., Bur. and Qey.).	27074	53.13
			Nebraska City, Lincoln, Nebr. (Nebraska).	2134005 (part)	53.15
Red Wing and Mankato, Minn.	10	94.62	Red Wing, Mankato, Minn. (Minn. and St. Louis).	28048	95.16
Reno and Preston, Minn.	10	57.70	Reno, Preston, Minn. (Chi., Mil. and St. P.).	26032	57.06
Reno and Virginia City, Nev.	8	53.98	Reno, Virginia City, Nev. (Virginia and Truckee R. R.).	45001	53.08

\* This line is in two divisions, dividing on Durango, Colo.

<sup>1</sup> 120.14 miles of route 38001, between Denver and Pueblo, Colo., covered by Denver and Aspen, Colo., R. P. O., and 37.10 miles of same route, between Cucharas and El Moro, Colo., covered by closed-pouch service. (See Table C\*.)

<sup>2</sup> Pueblo to Durango, Colo.

<sup>3</sup> Service performed seven times per week between Pueblo and Alamosa, Colo. (130.50 miles), and six times per week between Alamosa and Durango, Colo. (200.85 miles). Daily, except Sunday, on Western Division.

\* One clerk detailed to transfer duty at Union Depot, Pueblo, Colo.

<sup>4</sup> 91.47 miles of route 38004, between Antonito, Colo., and Espanola, N. Mex., covered by Antonito and Santa Fé, N. Mex., R. P. O.

<sup>5</sup> Durango to Silverton, Colo.

<sup>6</sup> In reserve.

<sup>7</sup> Double daily service.

<sup>8</sup> 36.71 miles of route 28005 between Cameron and St. Joseph, Mo., covered by Cameron, Mo., and Atchison, Kans., R. P. O.

<sup>9</sup> One clerk detailed to duty in General Superintendent's office.

operation in the United States on June 30, 1889—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.	Avg. speed (miles).					Length.	Width.			
Lbs. 2,975	July 1, 1886	7	24.85	8	31.41	7	1	15 1 $\frac{1}{2}$	7 6			
748	July 1, 1886	407	20.22	408	19.33	7	2	13 8 $\frac{1}{2}$	7 5	5	1	27
745	July 1, 1886	5407 <sup>(17)</sup>	16.46	5408 <sup>(18)</sup>	15.50	6	1	11 6	6 10	1	1	1
222	July 1, 1889	17	20.10	20	20.10	6	2	13 8 $\frac{1}{2}$	7 5	4	3	121
10,773	July 1, 1887	3	22.78	4	22.78	7	1	11 6	6 10	1	1	1
9,956	July 1, 1886	1	33.08	2	34.17	7	1	11 6	6 10	1	1	1
643	July 1, 1887	269	17.33	268	13.10	6	1	11 11	6 11	1	1	1
214	July 1, 1887	209	14.22	208	15.24	6	1	11 11	6 11	1	1	1
668	July 1, 1887	1	19.65	2	20.63	6	1	11 11	6 11	1	1	1
2,231	July 1, 1887	1	19.55	2	20.22	6	1	11 11	6 11	1	1	1
686	July 1, 1888	41	29.84	38	29.10	6	1	11 11	6 11	1	1	1
168	July 1, 1889	41	13.33	38	13.33	6	1	11 11	6 11	1	1	1
2,444	July 1, 1885	9	30	2	30	6	1	11 11	6 11	1	1	1
536	July 1, 1889	9	19.53	2	18.06	6	1	11 11	6 11	1	1	1
687	July 1, 1889	9	9.46	2	16.57	6	1	11 11	6 11	1	1	1
258	July 1, 1889	10	19.32	3	20.19	6	1	11 11	6 11	1	1	1
382	July 1, 1889	312	21	313	21.67	6	1	11 11	6 11	1	1	1
671	July 1, 1889	312	22.26	313	30.41	6	1	11 11	6 11	1	1	1
277	July 1, 1889	312	31.66	313	31.23	6	1	11 11	6 11	1	1	1
230	July 1, 1889	312	24.12	313	22.02	6	1	11 11	6 11	1	1	1
3,973	June 25, 1888	17	33.25	18	32.08	7	1	11 11	6 11	1	1	1
2,448	July 1, 1886	17	26.26	18	26.26	6	1	11 11	6 11	1	1	1
25,702	Aug. 15, 1888	20	26.46	19	22.68	6	1	11 11	6 11	1	1	1
483	July 1, 1888	7	22.03	8	22.03	6	1	11 11	6 11	1	1	1
1,034	July 1, 1887	91	27.63	92	22.71	6	1	11 11	6 11	1	1	1
1,018	July 1, 1886	81	26.79	82	25.78	6	1	11 11	6 11	1	1	1
360	Aug. 3, 1888	22	15.83	21	16.29	6	1	11 11	6 11	1	1	1
160	July 1, 1887	37	18.64	38	18.64	6	1	11 11	6 11	1	1	1
1,152	July 1, 1887	1	21.23	2	22.11	7	1	11 11	6 11	1	1	1

<sup>17</sup> Cars on trains 1 and 2 belong to C., B. and Q. Ry. (See Chicago and Quincy, Ill., R. P. O.)<sup>18</sup> Balance of route, Fall Creek, Ill., to Hannibal, Mo. (68 miles), covered by closed pouches. (See Table C.)<sup>19</sup> 6 miles covered by Allentown and Harrisburg R. P. O.<sup>20</sup> 11.73 miles covered by closed-pouch service. (See Table C.)<sup>21</sup> Cars and clerks shown on route 8973.<sup>22</sup> 6.58 miles covered by closed-pouch service. (See Table C.)<sup>23</sup> 11.81 miles covered by closed-pouch service. (See Table C.)<sup>24</sup> Cars and clerks shown on route 7049.<sup>25</sup> 46.54 miles, route 40903, Redding to Tohama, covered by Portland, Oregon, and San Francisco, Cal., R. P. O.; 13.23 miles, Davisville to Sacramento, shown on Ogden, Utah, and San Francisco, Cal., R. P. O.<sup>26</sup> Balance of route covered by Nebraska City and Beatrice, Nebr., R. P. O. (27.56 miles), and by Lincoln and Alliance, Nebr., R. P. O. (51.70 miles).

TABLE A<sup>2</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Republican City, Nebr., and Oberlin, Kans.	6	78.87	Republican City, Nebr., Oberlin, Kans. (B. and M. R. in Nebr.).	34032	78.73
Rhineland, Wis., and Minneapolis, Minn. <sup>1</sup>	10	217.35	Rhineland, Wis., Minneapolis, Minn. (Minn., St. P. and S. Ste. M.).	25050 (part)	217.32
Richford and St. Albans, Vt.	1	28.91	Richford, St. Albans, Vt. (Missisquoi).....	2007	28.79
Richland and Niagara Falls, N. Y.	2	181.40	Richland, Oswego, N. Y. (R., W. and O.).	6034	29.02
			Oswego, Suspension Bridge, N. Y. (R., W. and O.).	6038	151.13
			Suspension Bridge, Niagara Falls, N. Y. (N. Y. C. and H. R.).	6016 (part)	( <sup>a</sup> )
		151.19	Oswego, Suspension Bridge, N. Y. (R., W. and O.).	6038 (part)	( <sup>7</sup> )
Richland and Syracuse, N. Y.	2	42.33	Richland, Pulaski, N. Y. (R., W. and O.).	6034 (part)	( <sup>a</sup> )
			Pulaski, Syracuse, N. Y. (R., W. and O.).	6037 (part)	38.61
Richmond and Danville, Va.	3	141.08	Richmond, Danville, Va. (Rich. and Dan.).	11006	140.71
Richmond, Va., and Huntington, W. Va.	3	420.62	Richmond, Va., Huntington, W. Va. (C. and O.).	11005 (part)	412.05
Richmond, Va., and Huntington, W. Va. (Short run.)	3	193.31	Richmond, Clifton Forge, Va. (C. and O.).	11005 (part)	( <sup>12</sup> )
Richmond, Lynchburgh and Clifton Forge, Va.	3	230.55	Richmond, Lynchburgh, Va. (C. and O.).	11023	147.07
			Lynchburgh, Clifton Forge, Va. (C. and O.).	11027	84.20
Richmond and Stanford, Ky.	5	35.32	Richmond, Stanford, Ky. (Ky. Cen.).	20030	34.91
Rincon and Silver City, N. Mex.	7	101.12	Rincon, Deming, N. Mex. (A., T. and S. F.).	14380.6 (part)	53.82
			Deming, Silver City, N. Mex. (A., T. and S. F.).	39006 (part)	47.86
Roanoke and Opelika, Ala.	4	39.38	Roanoke, Opelika, Ala. (Sav. and West. R. R.).	17014	39.38
Rochester and Elmira, N. Y.	2	112.50	Rochester, Corning, N. Y. (N. Y., L. E. and W.).	6005	94.97
			Corning, Elmira, N. Y. (N. Y., L. E. and W.).	6001 (part)	( <sup>13</sup> )
Rochester and Olean, N. Y.	2	108.23	Rochester, Hinsdale, N. Y. (W. N. Y. and Pa.).	6123	100.02
			Hinsdale, Olean, N. Y. (W. N. Y. and Pa.).	6058 (part)	( <sup>14</sup> )
Rochester, N. Y., and Punxsutawney, Pa.	2	230.98	Rochester, Bradford Junction, N. Y. (B., R. and P.).	6102 (part)	2107.90
			Bradford Junction, N. Y., Punxsutawney, Pa. (B., R. and P.).	6127 (part)	118.70
Rochester and Suspension Bridge, N. Y.	2	74.89	Rochester, Suspension Bridge, N. Y. (N. Y. C. and H. R.).	6018	74.53
Rockaway and High Bridge, N. J.	2	30.57	Rockaway, High Bridge, N. J. (Central R. R. of N. J.).	7040	30.76
Rockford, Ill., and Mineral Point, Wis.	10	115.69	Rockford, Rockton, Ill. (Chi., Mil. and St. P.).	23096	16.37
			Rockton, Ill., Beloit, Wis. (Chi., Mil. and St. P.).	25024 (part)	( <sup>15</sup> )
			Beloit, Janesville, Wis. (Chi., Mil. and St. P.).	25036	15.72
			Janesville, Gratiot, Wis. (Chi., Mil. and St. P.).	2725004 (part)	65.80
			Gratiot, Mineral Point, Wis. (Chi., Mil. and St. P.).	2825020 (part)	25.79

<sup>1</sup> Reported last year as Bruce, Wis., and Minneapolis, Minn., R. P. O.; service extended to Rhineland, Wis., October 1, 1898.

<sup>2</sup> Balance of route covered by Saint de Ste. Marie and Gladstone, Mich., R. P. O. (153.07 miles), and by Gladstone, Mich., and Rhineland, Wis., closed-pouch service (125.80 miles). (See Table C.)

<sup>3</sup> Two clerks in Oswego and Suspension Bridge R. P. O.

<sup>4</sup> In reserve.

<sup>5</sup> Cars and clerks shown on route 6034.

<sup>6</sup> 1.80 miles covered by Suspension Bridge and Buffalo R. P. O.

<sup>7</sup> 151.13 miles covered by Richland and Niagara Falls R. P. O.

<sup>8</sup> 4.80 miles covered by Richland and Niagara Falls R. P. O.

<sup>9</sup> One in reserve.

<sup>10</sup> Also in use on short run.

<sup>11</sup> Four clerks on short run, Richmond to Clifton Forge; 1 detailed to Washington and Huntington R. P. O., 2 acting clerks.

<sup>12</sup> 193.31 miles covered by the Richmond and Huntington R. P. O.

<sup>13</sup> Clerks and cars shown on through run.

<sup>14</sup> 348.09 miles of route 38006, between La Junta, Colo., and Albuquerque, N. Mex., covered by



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
675	July 1, 1886	121 26.23	122 26.23	6	40,215	157.74	1	18 4	8 10	1	1	1
188	Aug. 7, 1888	85 23.22	84 23.64	6	135,536	141.56	2	16 0	7 6	3	1	3
451	July 1, 1889	2 22.39	3 24	6	18,039	57.82	1	8 4	6 10	1	1	1
1,375	July 1, 1889	110 29.02	113 29.02	6	113,191	120.93	2	22 10	6 10	3	1	5
1,573	July 1, 1889	110 23.56	113 23.56	6			4	23 4	7 0			
		110 10.80	113 10.80	6			( <sup>5</sup> )			( <sup>5</sup> )		
1,573	July 1, 1889	104 24.18	117 26.29	6	94,343	151.19	1	22 7	7 0	2	1	
1,375	July 1, 1889	128 37.50	123 30	6	26,414	84.66	1	11 0	7 3	1	1	1
918	July 1, 1889	128 18.84	123 26.11	6			( <sup>5</sup> )			( <sup>5</sup> )		
3,306	July 1, 1889	50 27.45	51 26.25	7	102,988	94.05	93	41 2	8 10	3	1	3
2,614	July 1, 1889	1 25.16	2 24.19	7	307,053	140.20	166	20 0	9 0	6	1	119
2,614	July 1, 1889	5 21.04	6 20.27	7	141,116	96.65	( <sup>13</sup> )			4	1	( <sup>13</sup> )
716	July 1, 1889	9 25.95	10 23.53	6	143,863	115.27	3	16 0	8 0	4	1	4
706	July 1, 1889	9 24.64	10 25.25									
299	July 1, 1885	18 12.18	17 12.60	6	22,040	70.64	1	8 0	6 7	1	1	1
4,546	July 1, 1886	723 26.91	724 26.91	7	73,818	101.12	1	20 84	9 02	2	1	2
		723 19.15	724 19.15	7			1	13 42	9 33			
274	July 1, 1888	65 15.6	66 15.6	6	24,573	78.76	1	12 2	7 0	1	1	1
3,120	July 1, 1889	102 27.79	103 26.50	6	70,200	138.99	1	20 7	9 7	2	1	2
12,297	July 1, 1885	102 29.14	103 29.14	6			( <sup>16</sup> )			( <sup>16</sup> )		
571	July 1, 1889	30 21.43	35 19.88	6	67,536	136.11	1	14 0	8 0	172	1	2
1,680	July 1, 1889	30 21.43	35 19.88	6			41	18 0	8 6			
931	July 1, 1889	1 28.80	4 27	6	114,132	115.49	( <sup>13</sup> )			( <sup>13</sup> )		
486	July 1, 1889	1 17.78	4 17.34	6			( <sup>21</sup> )			( <sup>21</sup> )		
4,690	July 1, 1889	11 27.94	10 24.50	6	246,721	99.85	2	21 0	8 4	2	1	24
117	July 1, 1889	21 26.30	26 24.50	6	246,721		41	20 0	8 4	1	1	
		5 23.21	4 24.45	6	19,196	61.14	1	6 9	7 6	1	1	1
1,595	June 22, 1888	40 26.05	35 26.05	6	72,190	115.69	1	20 0	9 3	2	1	2
2,231	July 1, 1887	40 10.40	35 20.40									
103	July 1, 1887	40 30	35 25.71									
984	July 1, 1887	1 26.80	18 27.90									
1,015	July 1, 1887	1 27.71	18 27.71									

La Junta, Colo., and Albuquerque, N. Mex., R. P. O., and 177.14 miles between Albuquerque and Rincon, N. Mex., covered by Albuquerque, N. Mex., and El Paso, Tex., R. P. O.

<sup>15</sup> Seventeen miles covered by New York and Dunkirk R. P. O.

<sup>16</sup> Cars and clerks shown on route 6005.

<sup>17</sup> Alternating with Danville and Buffalo R. P. O.

<sup>18</sup> 6.96 miles covered by Buffalo and Emporium R. P. O.

<sup>19</sup> Cars and clerks shown on route 6123.

<sup>20</sup> 1.33 miles covered by closed-pouch service. (See Table C.)

<sup>21</sup> One car in reserve.

<sup>22</sup> Cars and clerks shown on route 6102.

<sup>23</sup> 1.80 miles covered by closed-pouch service. (See Table C.)

<sup>24</sup> Double service daily, except Sunday.

<sup>25</sup> One clerk detailed as transfer clerk at Suspension Bridge, N. Y.

<sup>26</sup> Distance (3.40 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.

<sup>27</sup> Balance of route (19.70 miles) covered by Milton Junction and Janesville, Wis., and Gratiot and Shullsburg, Wis., closed-pouch service. (See Table C.)

<sup>28</sup> Balance of route (7.15 miles) covered by Gratiot, Wis., and Warren, Ill., closed-pouch service. (See Table C.)

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Rock Island and Peoria, Ill. ....	6	92.20	Rock Island, Peoria, Ill. (R. Isl'd and Peo.).	23040	91.82
Rock Island, Ill., and St. Louis, Mo.	6	248.99	Rock Island, Ill., St. Louis, Mo. (Chi., Bur. and Qcy.).	23005	247.71
Rockland and Beaumont, Tex.	11	73.52	Rockland, Beaumont, Tex. (S. and E. T.).	31029	76.85
Rockland and Portland, Me. ....	1	88.42	Rockland, Woolwich, Me. (Knox and Lin.)	15	49.11
			Bath, Brunswick, Me. (Me. Cen.) .....	11	9.17
			Brunswick, Portland, Me. (Me. Cen.) .....	6	( <sup>4</sup> )
Rockland and Portland, Me. (short run).	1	58.03	Rockland, Woolwich, Me. (Knox and Lin.)	<sup>5</sup> (part) 15	( <sup>6</sup> )
			Bath, Brunswick, Me. (Me. Cen.) .....	11	( <sup>6</sup> )
Rogersville and Bull's Gap, Tenn.	3	16.27	Rogersville, Bull's Gap, Tenn. (Tenn. and Ohio).	19003	16.73
Rome, Ga., and Attalla, Ala. ....	4	63.70	Rome, Ga., Attalla, Ala. (Rome and Dec. R. R.).	17033	63.70
Rondout and Stamford, N. Y. ....	2	74.36	Rondout, Stamford, N. Y. (U. and D.) .....	6073 (part)	74.36
Rosenberg and Cuero, Tex. ....	11	120.29	Rosenberg, Victoria, Tex. (N. Y., T. and W.).	31036	92.60
			Victoria, Cuero, Tex. (G., W. T. and P.) ...	<sup>17</sup> 31019 (part)	28.29
Rouse's Point and Albany, N. Y. ....	2	113.90	Rouse's Point, West Chazy, N. Y. (D. and H. C. Co.).	6033 (part)	14.78
			West Chazy, Albany, N. Y. (D. and H. C. Co.).	6026 (part)	<sup>18</sup> 177
		101.55	Rutland, Castleton, Vt. (D. and H. C. Co.).	6024 (part)	( <sup>19</sup> )
			Castleton, Vt., Whitehall, N. Y. (D. and H. C. Co.).	6006 (part)	14.35
Rutherfordton, N. C., and Kingsville, S. C.	4	188.73	Rutherfordton, N. C., Camden, S. C. (Char., Cin. and Chi. R. R.).	14027	150.36
			Camden, Kingsville, S. C. (S. C. R. R.) .....	14018	39.03
Ruthven and Des Moines, Iowa.	6	137.59	Ruthven, Tara, Iowa (Chi., R. Isl'd and Pac.).	27087	55.40
			Tara, Des Moines, Iowa (Chi., R. Isl'd and Pac.).	27031	82.91
Rutland and Bennington, Vt., and Troy, N. Y.	1	85.19	Rutland, North Bennington, Vt. (Benn. and Rut.).	<sup>19</sup> 2015 (part)	52.75
			North Bennington, Vt., State Line (n. o.) (Benn. and Rut.).	2018	2.02
			State Line (n. o.), Hoosac Junction, N. Y. (Fitch.).	6110	5.04
			Hoosac Junction, Troy, N. Y. (Fitch.) .....	6067 (part)	( <sup>20</sup> )
Rutland, Vt., and Troy, N. Y. ....	2	85.84	Rutland, Vt., Eagle Bridge, N. Y. (D. and H. C. Co.).	<sup>21</sup> part 6024	62.88
			Eagle Bridge, Troy, N. Y. (Fitchburg) ...	6067 (part)	( <sup>22</sup> )
Sacramento and San Francisco, Cal.	8	140.90	Sacramento, San Francisco, Cal. (Central Pacific R. R.).	46028	140.52
Sag Harbor and New York, N. Y.	2	100.75	Sag Harbor, Long Island City, N. Y. (L. I.).	6093	100.11
		37.36	Babylon, Long Island City, N. Y. (L. I.) ...	6093 (part)	( <sup>23</sup> )

<sup>1</sup> Reserve.<sup>2</sup> One clerk on short run (58.03 miles).<sup>3</sup> Reserve car.<sup>4</sup> Covered by Bangor and Boston R. P. O. (29.10 miles).<sup>5</sup> Balance of route covered by Bangor and Boston R. P. O. (108.90 miles).<sup>6</sup> Covered by Rockland and Portland R. P. O. (49.11 miles).<sup>7</sup> Shown in column 17, Rockland and Portland R. P. O.<sup>8</sup> Covered by Rockland and Portland R. P. O. (9.17 miles).<sup>9</sup> 4 miles covered by closed-pouch service (See Table C<sup>5</sup>).<sup>10</sup> Double service daily, except Sunday.<sup>11</sup> In reserve.<sup>12</sup> 27.20 miles of route 31019, between Victoria and Port Lavaca, covered by closed-pouch service (See Table C<sup>5</sup>).<sup>13</sup> This R. P. O. is in 2 divisions—Rouse's Point, N. Y., to Whitehall, N. Y., and Albany, N. Y.,

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re adjustment.	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.	Avg speed (miles).	Train No. inward.					Length.	Width.			
<i>Lbs.</i>									<i>Ft. In.</i>	<i>Ft. In.</i>			
2,223	July 1, 1887	4	25.62	1	26.23	6	57,533	92.20	1 16 2	9 0	2	1	2
2,279	Apr. 1, 1884	2	23.38	1	22.85	7	181,763	124.49	1 15 6	9 0	4	1	4
									1 22 8 <sup>1</sup>	8 10 <sup>1</sup>			
145	July 1, 1886	103	18.37	104	21.60	7	53,669	147.04	1 22 2	8 9 <sup>1</sup>			
2,371	July 1, 1889	2	21.45	68	21.77	6	55,174	117.90	1 17 5 <sup>1</sup>	8 11 <sup>1</sup>	1	1	1
3,905	July 1, 1889	2	26.10	68	34.80				1 16 0	6 8	1	1	3
19,168	July 1, 1889	2	29.10	68	26.83				2 16 0	6 8	2	1	3
									1 16 0	6 7			
2,371	July 1, 1889	4	22.61	54	21.77	6	56,210	78.37	1 13 0	6 7	1	1	(7)
3,905	July 1, 1889	4	26.10	54	26.10								
272	July 1, 1888	1	14.81	2	16.00	6	10,152	32.54	1 5 6	6 2	1	1	1
179	July 1, 1889	1	16.5	2	16.5	6	39,748	127.40	1 8 4	6 4	1	1	1
1,380	July 1, 1889	3	18.59	10	23.05	6	104,401	109.69	1 21 0	9 0	2	1	3
			9	18.59	6	21.14	104,401	.....	1 21 0	9 0	1	1	
737	July 1, 1886	152	19.33	151	19.71	7	88,774	121.60	1 21 0	9 0	2	1	2
									1 21 0	9 0			
217	July 1, 1886	152	19.76	151	18.66				2 14 6	9 0	2	1	2
4,692	July 1, 1889	4	30.60	3	29.56	6	134,441	108.26	1 21 0	7 0	2	1	10
									1 21 0	7 0			
6,907	July 1, 1889	4	18.43	3	15.17	6	.....	.....	1 20 0	8 10	(16)		
1,048	July 1, 1889	26	27.83	1	25.60	6	.....	.....	(16) 1 25 0	8 10	(16) 2	2	
2,027	July 1, 1889	26	31.88	1	28.70	6	.....	.....	(18) 1 25 0	8 10	(18) 2	2	
.....	.....	152	21.4	152	21.4	7	137,772	125.82	1 20 2	8 2	3	1	3
									1 22 2	8 3			
499	July 1, 1888	152	14.4	153	14.4	7	.....	.....	1 13 6	9 2	2	1	2
1,161	July 1, 1887	54	18.33	53	22	6	85,856	137.59	1 13 6	9 2	2	1	2
3,892	July 1, 1885	54	25.44	53	23.03								
3,800	July 1, 1889	180	27.39	173	27.15	6	53,158	85.19	1 22 3	7 2	2	1	2
4,215	July 1, 1889	180	36.90	173	27.75								
4,315	July 1, 1889	180	18.90	173	21.00								
6,909	July 1, 1885	180	23.35	173	23.02								
1,048	July 1, 1889	54	23.58	53	25.11	6	53,564	85.84	1 16 0	6 11	2	1	2
6,909	July 1, 1885	54	23.68	53	25.08	6	.....	.....	(22) 1 20 0	8 8	(22) 1	1	
1,004	July 1, 1886	25	25.31	26	22.48	7	102,857	93.93	2 17 10	8 11	3	1	3
1,868	July 1, 1889	20	29.04	20	28.87	6	162,868	100.75	1 14 6	6 8	2	1	2
			56	23.88	27	23.52	162,868	.....	1 20 0	8 8	1	1	
1,121	July 1, 1888	14	25.74	33	24.11	6	23,313	74.72	1 10 4	5 8	1	1	
									1 12 4	6 0	1	1	

to Rutland, Vt., 113.90 and 101.55 miles, respectively.

<sup>14</sup> Two transfer clerks at Albany, N. Y., and two at Troy.<sup>15</sup> 11.75 miles covered by closed-pouch service. (See Table C\*.)<sup>16</sup> Cars and clerks shown on route 6033.<sup>17</sup> 10.67 miles covered by Rutland and Troy R. P. O.<sup>18</sup> Cars and clerks shown on route 6024.<sup>19</sup> Balance of route covered by closed-pouch service between North Bennington and Bennington, Vt. (5.07 miles). (See Table C\*.)<sup>20</sup> Covered by Boston and Troy R. P. O. (25.33 miles).<sup>21</sup> Balance of route covered by Boston and Troy R. P. O. (22.82 miles).<sup>22</sup> 23 miles covered by Boston and Troy R. P. O.<sup>23</sup> Cars and clerks shown on route 6024.<sup>24</sup> 37 miles covered by Sag Harbor and New York R. P. O.<sup>25</sup> 1 car in reserve.<sup>26</sup> 1 helper and 1 transfer clerk at Long Island City, N. Y.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>St. Albans, Vt., and Boston, Mass.</i>	1	265.40	St. Albans, White River Junction, Vt. (Cen. Vt.). White River Junction, Vt., Concord, N. H. (Bos. and Me., Low. Sys.). Concord, Nashua, N. H. (Con.) .....	2002 <sup>1</sup> (part) 1,008 1001	120.50 02.76 36.28
<i>St. Albans, Vt., and Ogdensburg, N. Y.</i>	2	143.15	Nashua, N. H., Boston, Mass. (B. and Me., Low. Sys.). St. Albans, Vt., and Rouse's Point, N. Y. (Central Vermont). Rouse's Point, Ogdensburg, N. Y. (O. and L. C.).	3016 2002 <sup>2</sup> (part) 6053	30.85 24.27 110.16
<i>St. Albans, Vt., and Troy, N. Y.</i>	1	184.09	St. Albans, Essex Junction, Vt. (Cen. Vt.). Essex Junction, Rutland, Vt. (Cen. Vt.). Rutland, North Bennington, Vt. (Benn. and Rut.). North Bennington, Vt., State Line (n. o.) (Benn. and Rut.). State Line (n. o.), Hoosac Junction, N. Y. (Fitch.). Hoosac Junction, Troy, N. Y. (Fitch.)...	2002 <sup>3</sup> (part) 2003 <sup>4</sup> (part) 2015 <sup>5</sup> (part) 2018 <sup>6</sup> (part) 6116 6067 <sup>7</sup>	(*) (*) (11) (12) (14) (15)
<i>St. Cloud and Willmar, Minn.</i>	10	58.61	St. Cloud, Willmar, Minn. (St. P., Minn. and Man.).	20057 <sup>8</sup> (part)	58.61
<i>St. Joseph, Mo., and Caldwell, Kans.</i>	7	295.55	St. Joseph, Mo., Herington, Kans. (C., R. I. and P.). Herington, Caldwell, Kans. (C. R. I. and P.).	33075 <sup>9</sup> (part) 33082 <sup>10</sup>	172.24 123.73
<i>St. Joseph, Mo., and Colorado Springs, Colo.</i> <sup>11</sup>	7	284.91	St. Joseph, Mo., Horton, Kans. (C., R. I. and P.). Horton, Kans., Fairbury, Nebr. (C., R. I. and P.). Fairbury, Nebr., Colorado Springs, Colo. (C., R. I. and P.).	33075 <sup>12</sup> (part) 33076 <sup>13</sup> (part) 34050	(*) 116.26 454.47
<i>St. Joseph, Mo., and Grand Island, Nebr.</i>	7	252.54	St. Joseph, Mo., Grand Island, Nebr. (St. Jo. and G. I.).	33007	252.54
<i>St. Louis, Mo., and Cairo, Ill.</i>	6	153.60	St. Louis, Mo., Cairo, Ill. (Mob. and Ohio).	23053	153.54
<i>St. Louis, Mo., and Columbus, Ky.</i>	7	195.65	St. Louis, Bismarck, Mo. (St. L., I. M. and S.). Bismarck, Mo., Columbus, Ky. (St. L., I. M. and S.).	28002 <sup>14</sup> (*) 28034	(*) 121.34
<i>St. Louis, Mo., and El Dorado, Ill.</i>	6	124.50	St. Louis, Mo., El Dorado, Ill. (St. L., Alton and T. H.).	23030	121.65

<sup>1</sup> 1 clerk detailed as chief clerk, Boston, Mass.; 1 clerk detailed to superintendent's office as printer; 3 clerks detailed as transfer clerks (1 at Boston, Mass., 1 at Concord, N. H., and 1 at St. Albans, Vt.).

<sup>2</sup> Balance of route covered by Newport and Springfield R. P. O. (14 miles), and St. Albans and Ogdensburg R. P. O. (Second Division) (24.27 miles).

<sup>3</sup> Reserve cars.

<sup>4</sup> 14 miles covered by Newport and Springfield R. P. O. and 120.50 miles covered by St. Albans and Boston R. P. O.

<sup>5</sup> Cars and clerks shown on route 2002.

<sup>6</sup> Covered by St. Albans and Boston R. P. O. (24.77 miles).

<sup>7</sup> Balance of route covered by St. Albans and Boston R. P. O. (95.73 miles), Newport and Spring-

field R. P. O. (14 miles), and St. Albans and Ogdensburg R. P. O. (Second Division) (24.27 miles).

<sup>8</sup> Covered by Essex Junction and Boston R. P. O. (76.20 miles).

<sup>9</sup> Reserve car.

<sup>10</sup> Balance of route covered by Essex Junction and Boston R. P. O. (52.77 miles).

<sup>11</sup> Covered by Rutland, Bennington and Troy R. P. O. (52.75 miles).

<sup>12</sup> Balance of route covered by closed-pouch service between North Bennington and Bennington, Vt. (5.07 miles).

<sup>13</sup> Covered by Rutland, Bennington and Troy R. P. O. (2.02 miles).

<sup>14</sup> Covered by Rutland, Bennington and Troy R. P. O. (5.04 miles).

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train number mistaken 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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Fe. In.</i>	<i>Fe. In.</i>			
6,401	July 1, 1889	53 26.77	53 25.81	53 25.81	53 25.81	6	105,609	132.70	1	42 0	9 4	4	2	121
7,372	July 1, 1889	53 26.86	53 26.86	53 26.86	53 26.86	6	105,609	132.70	1	34 4	6 11	4	2	121
13,788	July 1, 1889	53 26.02	53 24.49	53 24.49	53 24.49	6	105,609	132.70	1	50 0	9 5	4	2	121
15,018	July 1, 1889	53 33.33	53 33.33	53 33.33	53 33.33	6	105,609	132.70	1	25 1	6 3	4	2	121
6,401	July 1, 1889	53 32.50	53 32.50	53 32.50	53 32.50	6	105,609	132.70	1	42 4	9 5	4	2	121
1,460	July 1, 1889	53 33.10	53 33.10	53 33.10	53 33.10	6	105,609	132.70	1	42 2	8	4	2	121
6,401	July 1, 1889	53 31.78	53 31.78	53 31.78	53 31.78	6	89,326	143.15	2	8 0	6 0	2	1	2
1,460	July 1, 1889	50 27.50	63 26.47	63 26.47	63 26.47	6	115,246	123.12	(5)			(5)		
6,401	July 1, 1889	63 29.72	15 33.02	15 33.02	15 33.02	6	115,246	123.12	1	22 0	7 9	3	1	3
4,629	July 1, 1889	63 24.45	15 24.45	15 24.45	15 24.45	6	115,246	123.12	1	21 9	7 2	3	1	3
3,800	July 1, 1889	63 20.57	15 34.03	15 34.03	15 34.03	6	115,246	123.12	1	23 0	7 9	3	1	3
4,215	July 1, 1889	63 36.99	15 27.75	15 27.75	15 27.75	6	115,246	123.12	1	23 0	7 9	3	1	3
4,137	July 1, 1885	63 13.74	15 14.40	15 14.40	15 14.40	6	115,246	123.12	1	23 0	7 9	3	1	3
6,909	July 1, 1885	63 18.67	15 26.20	15 26.20	15 26.20	6	115,246	123.12	1	23 0	7 9	3	1	3
335	July 1, 1887	5 25.81	6 25.84	6 25.84	6 25.84	6	36,572	117.22	1	17 1	8 11	1	1	1
2,049	July 1, 1889	1 24.61	2 24.61	2 24.61	2 24.61	7	215,752	147.78	2	16 6	7 7	4	1	4
885	July 1, 1888	1 23.95	2 26.48	2 26.48	2 26.48	7	215,752	147.78	2	16 6	7 7	4	1	4
2,049	July 1, 1889	1 26.23	2 27.68	2 27.68	2 27.68	7	215,752	147.78	2	16 6	7 7	4	1	4
769	July 1, 1888	1 27.35	14 27.35	14 27.35	14 27.35	7	4328,095	142.46	2	16 6	7 7	8	1	12
1,595	July 1, 1889	15 22.14	16 21.13	16 21.13	16 21.13	7	142,806	163.45	2	14 6	7 1	4	1	
1,251	July 1, 1886	15 29.32	14 28.40	14 28.40	14 28.40	7	184,354	126.27	1	23 3	7 7	4	1	97
769	July 1, 1887	1 21.71	2 20.72	2 20.72	2 20.72	6	95,846	102.40	1	20 0	9 5	3	1	3
18,426	July 1, 1887	757 23.02	758 23.02	758 23.02	758 23.02	7	142,825	130.43	2	21 9	8 8	3	1	3
1,302	July 1, 1887	757 22.06	758 21.41	758 21.41	758 21.41	7	142,825	130.43	2	18 8	9 3	3	1	24
2,106	July 1, 1887	1 25.75	6 20.30	6 20.30	6 20.30	6	77,688	124.50	1	24 0	9 0	2	1	2
		29 12.05	30 12.55	30 12.55	30 12.55	6	77,688	124.50	1	14 2	5 6	2	1	2

<sup>12</sup> Covered by Boston and Troy R. P. O. (25.33 miles).<sup>13</sup> Balance of route covered by Boston and Troy R. P. O. (22.82 miles).<sup>17</sup> 126.65 miles of route 33075, between Herington and Pratt, Kans., covered by Herington and Pratt, Kans., R. P. O., and 135.25 miles of same route, between Pratt and Liberal, Kans., covered by Pratt and Liberal, Kans., R. P. O.; St. Joseph, Mo., and Colorado Springs, Colo., R. P. O. also runs over route 33075, between St. Joseph, Mo., and Horton, Kans. (41.54 miles), and the Topeka and Belleville, Kans., R. P. O. over same route between Topeka and McFarland, Kans. (32.10 miles).<sup>18</sup> In reserve.<sup>19</sup> Reported last year at St. Joseph, Mo., and Nelson, Nebr., and Fairburgh, Nebr., and Norton, Kans., R. P. O's. Increased distance, 291.70

miles. This line is in two divisions, dividing on Phillipsburgh, Kans.

<sup>20</sup> 41.54 miles distance of route 33075 covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O.<sup>21</sup> Cars in reserve.<sup>22</sup> St. Joseph, Mo., to Phillipsburgh, Kans.<sup>23</sup> 51 miles distance of route 33076, between Fairbury and Nelson, Nebr., covered by Fairbury and Nelson, Nebr., R. P. O.<sup>24</sup> Double daily service on Eastern Division.<sup>25</sup> Phillipsburgh, Kans., to Colorado Springs, Colo.<sup>26</sup> Two helpers; 1 clerk detailed to transfer service at St. Joseph, Mo.<sup>27</sup> One car in reserve.<sup>28</sup> 74.82 miles distance on route 28002 covered by St. Louis, Mo., and Texarkana, Ark., R. P. O.<sup>29</sup> One helper between St. Louis and Bismarck, Mo. (74.82 miles), 5 days in each week.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register, Miles.	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>St. Louis, Mo., and Halstead, Kans.—Eastern Division.<sup>1</sup></i>	7	282.12	St. Louis, Pierce City, Mo. (St. L. and S. F.).	28003 (part)	280.90
<i>Western Division.....</i>	.....	248.02	Pierce City, Mo., Halstead, Kans. (St. L. and S. F.).	28020	242.97
<i>St. Louis and Kansas City, Mo.<sup>2</sup></i>	7	283	St. Louis, Kansas City, Mo. (Mo. Pac.)....	28001 (part)	283
<i>St. Louis, Louisiana, and Kansas City, Mo.</i>	7	223.39	East St. Louis, Ill., Kansas City, Mo. (C. and A.)	28022	321
<i>St. Louis, Moberly, and Kansas City, Mo.<sup>4</sup></i>	7	278.80	St. Louis, Kansas City, Mo. (Wab. West.)	28004	278.80
<i>St. Louis, Mo., and Paducah, Ky.</i>	6	168.85	St. Louis, Mo., Pinckneyville, Ill. (St. L., Alton and T. H.). Pinckneyville, Murphysborough, Ill. (St. L., Alton and T. H.). Murphysborough, Marion, Ill. (St. L., Alton and T. H.). Marion, Ill., Paducah, Ky. (St. L., Alton and T. H.).	22030 (part) 23085 23045 23097	23.33 27.21 57.61
<i>St. Louis, Mo., and Texarkana, Ark.<sup>10</sup></i>	11	491.72	St. Louis, Bismarek, Mo. (St. L., I. M. and S.). Bismarek, Mo., Texarkana, Ark. (St. Louis, I. M. and S.).	28002 28026	75.28 414.28
<i>St. Louis and Union, Mo. ....</i>	7	59.01	St. Louis, Union, Mo. (St. L., K. C. and C.).	28062	59.01
<i>St. Paul, Minn., and Council Bluffs, Iowa.</i>	10	363.67	St. Paul, Minn., Sioux City, Iowa (Chl., St. P., Minn. and Om.).  Sioux City, Missouri Valley, Iowa (S. C. and Pac.). Missouri Valley, Union Pacific Transfer, Iowa (Chl. and No. West.).	26025  27029 (part) 23003 (part)	202.79  275.38
<i>St. Paul, Minn., and Des Moines, Iowa.</i>	10	310	St. Paul, Minn., Angus, Iowa (Minn. and St. Louis).  Angus, Des Moines, Iowa (Des. M. and Ft. Dodge).	26021  27031 (part)	275.38

<sup>1</sup> This line is in two divisions, dividing on Monett, Mo. Double daily postal-car service between St. Louis and Monett, Mo., and double daily apartment service between Monett, Mo., and Halstead, Kans.

<sup>2</sup> St. Louis to Kansas City, Mo.

<sup>3</sup> 72.80 miles of route 28003, between Pierce City, Mo., and Vinita, Ind. T., covered by Monett, Mo., and Vinita, Ind. T., R. P. O.

<sup>4</sup> One clerk detailed as chief clerk in superintendent's office. One helper between Monett, Mo., and Oswego, Kans. (77.80 miles), five days in each week on trains 3 and 4.

<sup>5</sup> In reserve.

<sup>6</sup> Monett, Mo., to Halstead, Kans.

<sup>7</sup> Service three times daily outward and twice daily inward. Clerks and cars on train 7 return from Kansas City to St. Louis, Mo., on train 4.

<sup>8</sup> 47.17 miles of route 28001, between Kansas City, Mo., and Atchison, Kans., covered by Omaha, Neb., and Kansas City, Mo., R. P. O. Sedalia and Kansas City, Mo., R. P. O. runs over 10.38 miles of route 28001, between Independence and Kansas City, Mo., and Kansas City and Joplin, Mo., R. P. O. over 34.63 miles of

same route, between Kansas City and Pleasant Hill, Mo.

<sup>9</sup> Eight helpers on train 7—4 out of St. Louis, Mo., daily, 1 through to Kansas City, Mo., and 3 to Pleasant Hill, Mo. Two helpers on trains 1 and 2 between St. Louis and Kansas City, Mo. Three helpers on trains 3 and 4—1 between St. Louis and Kansas City, Mo., daily, and 2 between St. Louis and Jefferson City, Mo., daily. Nine clerks detailed to office of superintendent: 1 clerk detailed as chief clerk at Fort Scott, Kans.; 1 clerk detailed as chief clerk at Union Depot, St. Louis, Mo.; 4 clerks detailed to transfer service, Union Depot, St. Louis, Mo.; 2 clerks detailed to transfer service, Atchison, Kans.; 1 clerk detailed to transfer service, Kansas City, Mo.; 1 clerk detailed to chief clerk's office, Kansas City, Mo. One acting clerk additional on this line.

<sup>10</sup> Storage cars running on train 7.

<sup>11</sup> Clerks register at Union Depot, St. Louis, Mo.

<sup>12</sup> Trains 41 and 42 between St. Louis, Mo., and Roadhouse, Ill., and 47 and 48 between Roadhouse, Ill., and Kansas City, Mo.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.	Avg. speed (miles).	Train No. inward.	Avg. speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
7,334	July 1, 1887	123.01	225.32	7	205,948	144.06	4	50 0	9 0	4	2	26		
1,804	July 1, 1887	324.50	424.95	7	205,948	141.06	51	50 0	9 0	4	2	26		
		123.90	225.13	7	181,055	124.01	2	22 4	7 4	4	1			
		323.90	424.29	7	181,055	124.01	2	21 4	7 4	4	1			
							1	20 6	7 4					
47,461	July 1, 1887	735.38	231.44	7	103,295	141.50	51	20 6	7 4					
		129.28	427.61	7	206,590	141.50	51	21 11	7 4					
		325.73		7	206,590	141.50	2	4 60 0	9 3	4	5	83		
							2	59 11	9 3	4	4			
2,302	July 1, 1887						2	59 11	9 3	4	4			
							2	60 0	9 3					
							51	59 11	9 3					
							52	60 0	9 3					
9,316	July 1, 1887	141.25.54	142.28.14	7	236,075	161.70	2	59 11	9 3					
		& 48	& 47	7			2	40 0	9 1	4	2	156		
		1124.60	1224.78	7	202,064	138.40	51	44 5	9 1					
		1745.25.75	1783.44.78	7	202,064	138.40	2	55 0	9 3	4	2	1026		
2,106	July 1, 1887						2	55 0	9 3	4	2			
							51	55 0	9 3					
		123.51	626.57	6	105,362	112.57	1	18 6	9 3	3	1	3		
193	July 1, 1887	1020.89	2024.13				1	11 4	7 3					
201	July 1, 1887	1916	2020											
52	July 1, 1888	1018.23	2012.80											
18,426	July 1, 1887	75125.10	75227.98	7	505,160	138.40	4	49 4	9 4	5	3	2154		
14,457	July 1, 1887	75321.51	75423.10	7	212,751	116.58	5	55 0	9 3	5	4			
		75122.69	75221.24											
		75321.61	75422.18											
140	Jan. 24, 1888	1514.98	1615	6	37,384	119.82	1	12 7	7 3	1	1	1		
7,158	July 1, 1887	124.21	225.08	7	269,129	147.46	232	49 6	8 9	5	3	2420		
							1	50 0	9 0					
		323.20	424.47	6	168,748	135.21	1	24 7	9 3	26	1			
							232	24 0	9 24					
7,309	July 1, 1887	827.52	728.38											
12,894	July 1, 1887	928.53	1228.53											
1,963	July 1, 1887	224.09	123.40	6	193,440	155	2	15 0	9 3	4	1	288		
							51	15 0	9 4					
		628.23	526.06	7	88,366	121.05	1	25 0	9 4	72	1			
							51	19 9	9 4					
1,161	July 1, 1887	1222.80	1126.82											

<sup>12</sup> Two helpers between St. Louis and Bowling Green, Mo. (119.40 miles).

<sup>14</sup> Double daily service.

<sup>15</sup> Council Bluffs, Iowa, and Moberly, Mo., R. P. O. runs over 38.00 miles of route 28004, between Moberly and Brunswick, Mo.

<sup>16</sup> Two clerks detailed to office of superintendent; 1 clerk detailed to transfer service, Kansas City, Mo.; 1 helper upon trains 11 and 12 between St. Louis and Mexico, Mo. (110 miles), five days each week; 6 helpers upon trains 7 and 8 between St. Louis and Moberly, Mo. (148 miles), three out of St. Louis, Mo., each day.

<sup>17</sup> Trains 7 and 8 between St. Louis and Moberly, Mo., and 5 and 4 between Moberly and Kansas City, Mo.

<sup>18</sup> Distance (64.71 miles) covered by St. Louis, Mo., and Eldorado, Ill., R. P. O.

<sup>19</sup> Double daily service line divides at Little Rock, Ark., St. Louis, Mo., and Little Rock, Ark. (340 miles), and Little Rock and Texarkana, Ark. (145.72 miles).

<sup>20</sup> St. Louis, Mo., and Columbus, Ky., R. P. O. also runs over route 28002.

<sup>21</sup> Double service between Little Rock and Tex-

arkana, Ark., performed by five crews. One clerk detailed as chief clerk, Little Rock, Ark. One clerk detailed as chief clerk, Fort Worth, Tex. One clerk detailed as chief clerk, Houston, Tex. Three clerks detailed office superintendent.

<sup>22</sup> Two helpers between St. Louis, Mo., and Hoxie, Ark. (220 miles), and dead-head back on train No. 752.

<sup>23</sup> One in reserve at St. Paul, Minn.

<sup>24</sup> One clerk detailed as assistant chief clerk at St. Paul, Minn.

<sup>25</sup> Short run, St. Paul, Minn., and Sioux City, Iowa (270.43 miles).

<sup>26</sup> Distance (78.27 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

<sup>27</sup> Distance (22.08 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

<sup>28</sup> One helper between Des Moines and Humboldt, Iowa, and 1 between Chaska and Albert Lea, Minn.

<sup>29</sup> Short run, St. Paul to Albert Lea, Minn. (121.05 miles).

<sup>30</sup> Distance (28 miles) covered by Ruthven and Des Moines, Iowa, R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <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>			
St. Paul, Minn., and Elroy, Wis.	10	197.08	St. Paul, Minn., Elroy, Wis. (Chi., St. P., Minn. and Om.).	25030	196.69
St. Paul, Minn., and McGregor, Iowa.	10	212.70	St. Paul, Minn., McGregor, Iowa (Chi., Mil. and St. P.).	26009	212.21
St. Paul, Minn., and Mandan, Dak.	10	477	St. Paul, Minn., Mandan, Dak. (Nor. Pac.).	26001 (part)	478
St. Paul, Minn., and Mitchell, Dak.	10	428.99	St. Paul, Minneapolis, Minn. (Chi., Mil. and St. P.).	26013 (part)	(?)
			Minneapolis, Cologne, Minn. (Chi., Mil. and St. P.).	26037	31.16
			Cologne, Minn., Aberdeen, Dak. (Chi., Mil. and St. P.).	26010 (part)	256.34
			Aberdeen, Ashton, Dak. (Chi., Mil. and St. P.).	26012 (part)	32.69
			Ashton, Mitchell, Dak. (Chi., Mil. and St. P.).	35017 (part)	96.10
St. Paul, Ortonville, Minn., and Fargo, Dak.	10	307.32	St. Paul, Minneapolis, Minn. (Chi., Mil. and St. P.).	26013 (part)	(17)
			Minneapolis, Cologne, Minn. (Chi., Mil. and St. P.).	26037 (part)	(14)
			Cologne, Ortonville, Minn. (Chi., Mil. and St. P.).	26010 (part)	(14)
			Ortonville, Minn., Fargo, Dak. (Chi., Mil. and St. P.).	35019 (part)	119.32
St. Paul, Minn., and Watertown, Dak.	10	236.23	St. Paul, Minneapolis, Minn. (Minn. and St. Louis).	26021 (part)	(17)
			Minneapolis, Birch Cooley, Minn. (Minn. and St. Louis).	26038 (part)	100.99
			Birch Cooley, Minn., Watertown, Dak. (Minn. and St. Louis).	26053	123.29
St. Vincent and Crookston, Minn. <sup>1</sup>	10	90.03	St. Vincent, Crookston, Minn. (St. P., Minn. and Man.).	26004 (part)	88.68
Salamanca, N. Y., and Oil City, Pa.	2	97.69	Salamanca, N. Y., Warren, Pa. (W. N. Y. and Pa.).	8164 (part)	42.18
			Warren, Irvine, Pa. (W. N. Y. and Pa.).	8022 (part)	(20)
			Irvine City, Oil City, Pa. (W. N. Y. and Pa.).	8025 (part)	219.53
Salamanca, N. Y., and Youngstown, Ohio.	2	158.58	Salamanca, N. Y., Pymatuning, Pa. (N. Y., Pa. and O.).	21034 (part)	131.54
			Pymatuning, Pa., Youngstown, Ohio (N. Y., Pa. and O.).	21005 (part)	222.50
Salina and McPherson, Kans.	7	36.78	Salina, McPherson, Kans. (S. and S. W.).	33078	36.78
Salina and Oakley, Kans. <sup>2</sup>	7	225.18	Salina, Zurich, Kans. (S. L. and W.).	33057	111.42
			Zurich, Colby, Kans. (L. and C.).	3098	93.51
			Colby, Oakley, Kans. (O. and C.).	33085	22.13
Salisbury, N. C., and Knoxville, Tenn.	3	270.73	Salisbury, N. C., Kinzel (n. o.), Tenn. (Rich. and Dan.).	13006	185.48
			Kinzel (n. o.), Morristown, Tenn. (East Tenn., Va. and Ga.).	19009	43.50
			Morristown, Knoxville, Tenn. (East Tenn., Va. and Ga.).	19002 (part)	(20)

<sup>1</sup> One helper between Elroy and Augusta, Wis.<sup>2</sup> Two helpers, McGregor, Iowa, to Adams, Minn., and on Mondays through.<sup>3</sup> Balance of route (804.02 miles) covered by Mandan, Dak., and Spokane Falls, Wash., R. P. O.<sup>4</sup> One clerk detailed as chief clerk at St. Paul, Minn.; 4 clerks detailed to clerical duty in office of superintendent at St. Paul, Minn.; 2 clerks detailed to transfer duty at St. Paul, Minn., and 1 clerk detailed as chief clerk at Helena, Mont.<sup>5</sup> In reserve.<sup>6</sup> In reserve at St. Paul, Minn.<sup>7</sup> Distance (10 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

East Division, St. Paul, Minn., to Aberdeen, Dak.

<sup>8</sup> Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles: Aberdeen and Orient, Dak., R. P. O. (41.60 miles), and by Roscoe and Bondle, Dak., closed-pouch service (15.29 miles). (See Table C.)<sup>9</sup> Balance of route (64.12 miles) covered by Edgely and Aberdeen, Dak., closed-pouch service. (See Table C.)<sup>10</sup> West Division, Aberdeen to Mitchell, Dak.<sup>11</sup> Distance (10 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.<sup>12</sup> One acting clerk additional.<sup>13</sup> Distance (33.16 miles) covered by St. Paul, Minn., and Mitchell, Dak., R. P. O.<sup>14</sup> Distance (146.50 miles) covered by St. Paul, Minn., and Mitchell, Dak., R. P. O.



in the United States on June 30, 1889—Continued.

Average weight of mail Whole distance per day.	Date of last re-adjust- 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).			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
3,000	July 1, 1887	2 25.93	3 26.65	7	143,868	98.54	1	27 3	9 12	4	1	15
2,720	July 1, 1887	2 22.20	3 21.12	6	132,724	106.35	1	24 2	8 9	4	1	26
11,448	July 1, 1887	1 24.41	2 27.20	7	348,210	159.00	4	50 6	9 3	6	3	430
		5 25.12	4 24.38	6	172,910	138.55	3	24 6	9 1	4	1	
42,451	July 1, 1889	3 20	2 20	7	216,158	150.11	1	26 1	8 10	4	1	6
3,963	July 1, 1887	3 26.07	2 26.07				1	26 2	9 3			
2,377	July 1, 1887	3 26.14	2 25.26									
861	July 1, 1888	3 20.19	2 27.16	6	79,229	126.68	1	20 1	9 1	112	1	
1,554	July 1, 1886	3 27.67	2 26.33									
42,451	July 1, 1889	1 20	4 20	6	191,767	126.44	1	25 0	9 3	3	1	134
3,963	July 1, 1887	1 24.45	4 28.04				1	16 8	7 0			
2,377	July 1, 1887	1 26.07	4 27.04				4	16 6	6 6			
468	July 1, 1886	101 16.30	104 15.75	6		119.52	1	15 9	7 0	162	1	
1,963	July 1, 1887	14 15.99	13 15.99	6	147,407	118.11	1	15 8	7 2			4
976	July 1, 1887	14 23.16	13 20.76				2	20 0	9 0			
689	July 1, 1887	14 26.33	13 27.82									
258	July 1, 1889	24 14.98	23 14.98	6	56,178	180.06	1	16 0	9 3	1	1	1
350	July 1, 1889	31 24.25	28 23.01	6	60,959	97.69	4	14 0	8 6	2	1	2
379	June 8, 1887	31 24	28 17.70	6			(21)	14 0	8 6	(21)		
1,457	July 1, 1889	31 28.17	28 25.80	6			(21)	16 0	8 6	(21)		
2,429	July 1, 1888	3 27	12 28.42	6	98,954	211.44	243	25 3	9 10	3	2	6
5,440	July 1, 1889	3 28.70	12 24.91	6			(26)			(26)		
157	July 1, 1886	271 18.39	272 18.39	7	20,849	73.56	1	13 54	6 2	1	1	1
1,039	July 1, 1889	275 23.93	276 23.93	6	88,400		1	11 8	7 2	4	1	4
		277 13.37	278 13.11	6	91,302	164.42	1	11 9	7 0			
684	July 1, 1889	277 17.53	278 17.81	6			1	11 8	6 9			
202	Dec. 28, 1887	277 20.11	278 16.50	6								
1,410	July 1, 1888	52 20.63	35 24.90	7	199,823	136.86	1	20 1	8 6	4	1	25
							1	19 11	8 11			
955	July 1, 1888	43 27.10	44 27.10				1	20 2	8 5			
5,833	July 1, 1888	43 27.22	44 27.22									

<sup>15</sup> West Division, Ortonville, Minn., to Fargo, Dak.<sup>17</sup> Distance (10.70 miles) covered by St. Paul, Minn., and Des Moines, Iowa, R. P. O.<sup>18</sup> Reported last year as part of Boundary Line (n. o.) and St. Paul, Minn., R. P. O.; changed to St. Vincent and Crookston R. P. O., Nov. 9, 1888.<sup>19</sup> Balance of route covered by Barnesville, Minn., and Minot, Dak., R. P. O. (80.49 miles), and by Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O. (144.48 miles).<sup>20</sup> 5.90 miles covered by Williamsport and Erie R. P. O.<sup>21</sup> Cars and clerks shown on route 8164.<sup>22</sup> 45.60 miles covered by Buffalo and Pittsburgh R. P. O.<sup>23</sup> Balance of route (29.70 miles) covered by closed-

pouch service (see Table C), and 224.58 miles covered by lines in Fifth Division.

<sup>24</sup> One car in reserve.<sup>25</sup> Balance of route (66.75 miles) covered by lines in Fifth Division.<sup>26</sup> Cars and clerks shown on route 21034.<sup>27</sup> Reported last year as Salina and Luray, Kans., R. P. O. Increased distance 158.11 miles.<sup>28</sup> Trains 275 and 276 between Salina and Plainville, Kans. (103.70 miles), making double service between Salina and Plainville, Kans., from May 1, 1889.<sup>29</sup> One helper between Salisbury and Hickory (58 miles), daily, except Monday.<sup>30</sup> 41.80 miles covered by the Bristol and Chattanooga 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>			
Salt Lake and Juab, Utah....	8	105.33	Salt Lake, Juab, Utah (Utah Central)....	41001 (part) <sup>(1)</sup> 31058	105 71.75
San Antonio and Kerrville, Tex.	11	71.75	San Antonio, Kerrville, Tex. (S. A. and A. P.).	46037 (part) <sup>(2)</sup> 46037	82.09 .....
San Bernardino and Oceanside, Cal.	8	83.80	San Bernardino, Oceanside, Cal. (California Southern R. R.).	46037 (part) <sup>(2)</sup> 46033	..... 3.79
San Bernardino and Orange, Cal.	8	47.19	San Bernardino, East Riverside, Cal. (California Southern R. R.).	46037 (part) <sup>(2)</sup> 46033	..... 3.79
			East Riverside, Riverside, Cal. (California Southern).	46055 (part) <sup>(2)</sup> 21012	34.40 130.20
			Riverside, Orange, Cal. (California Central).	21033	46.03
Sandusky and Columbus, Ohio <sup>1</sup> .	5	176.67	Sandusky, Springfield, Ohio (Cin., Sand. and Cleve.).	21020	418.71
			Springfield, Columbus, Ohio (Cin., Sand. and Cleve.).	21010	116.86
Sandusky, Ohio, and Peoria, Ill. <sup>2</sup>	5	418.36	Sandusky, Ohio, Peoria, Ill. (Lake Erie and West.).	21001 (part) <sup>(2)</sup> 10003	..... .....
Sandusky, Ohio, and Wheeling, W. Va.	5	225.85	Sandusky, Newark, Ohio (Balto. and Ohio).	12015 (part) <sup>(2)</sup> 16018	..... .....
			Newark, Bellaire, Ohio (Centl. Ohio).....	16029	149.28
			Bellaire, Ohio, Benwood Junction, W. Va. (Balto. and Ohio).	46001 (part) <sup>(2)</sup> 46032	..... .....
			Benwood Junction, Wheeling, W. Va. (Balto. and Ohio).	46010	146.36
Sanford and St. Petersburg, Fla.	4	153.28	Sanford, Monroe, Fla. (J., T. and K. W. Ry.).	46014 (part) <sup>(2)</sup> 46031	244.33 83.10
			Monroe, St. Petersburg, Fla. (Orange Belt R. R.).	46002 (part) <sup>(2)</sup> 46050	..... 92.78
San Francisco and Los Angeles, Cal.	8	482.71	San Francisco, Port Costa, Cal. (Central Pacific).	325059 (part) <sup>(2)</sup> 19026	153.07 35.87
			Port Costa, Lathrop, Cal. (Southern Pacific).	8017	80.48
			Lathrop, Goshen, Cal. (Southern Pacific).		
			Goshen, Los Angeles, Cal. (Southern Pacific).		
San Francisco and Santa Cruz, Cal.	8	83.35	San Francisco, Santa Cruz, Cal. (South Pacific Coast Rwy.).		
San Francisco and Santa Margarita, Cal. <sup>3</sup>	8	236.01	San Francisco, Soledad, Cal. (Southern Pacific).		
			Soledad, Santa Margarita, Cal. (Southern Pacific).		
Sault de Ste. Marie and Gladstone, Mich. <sup>4</sup>	10	153.14	Sault de Ste. Marie, Gladstone, Mich. (Minn., St. P. and S. Ste. M.).		
Scottsville, Ky., and Gallatin, Tenn.	5	36.00	Scottsville, Ky., Gallatin, Tenn. (Ches. and Nash.).		
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (D., L. and W.).		
Scribner and Oakdale, Nebr....	6	115.73	Scribner, Oakdale, Nebr. (Fre., Elk. and Mo. Vall.).		

<sup>1</sup> 139.15 miles of route 41001, Juab to Frisco, closed-pour h service (see Table C); balance of route (37.50 miles) covered by Ogden and Salt Lake R. P. O.

<sup>2</sup> 81.09 miles of route 46037 covered by Albuquerque, N. Mex., and Los Angeles, Cal. R. P. O. Balance of route (48.90 miles) shown on Los Angeles and National City R. P. O.

<sup>3</sup> New service, April 29, 1889, additional to San Bernardino and Oceanside, from San Bernardino to East Riverside; part of route 46037 shown on San Bernardino and Oceanside (61.50 miles); balance of route 46055 covered by Los Angeles and National City R. P. O.

<sup>4</sup> This was formerly the Sandusky and Springfield R. P. O. On January 11, 1889, run of clerks

was extended to Columbus, Ohio, increasing distance 45 miles, this extension taking up and discontinuing that portion of the Columbus and Indianapolis R. P. O. between Springfield and Columbus, Ohio.

\* One car in reserve.

<sup>6</sup> This line is in two divisions, dividing at La Fayette Ind. It was formerly the Sandusky and Bloomington R. P. O. On July 16 1888, run of clerks was extended to Peoria, Ill., increasing distance 41.08 miles.

<sup>7</sup> Four clerks and one helper on East Division, helper running between Sandusky and Celina, Ohio (129.07 miles); two clerks on West Division.

\* Two cars in reserve.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- 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 figure)s.		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.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
834	July 1, 1884	3	23.66	4	23.12	7	76,891	105.33	2	20	2	8	5	2
519	Oct. 3, 1887	6	15.10	5	13.64	6	44,772	143.50	1	10	0	7	0	1
681	July 1, 1888	5	15.17	6	12.92	6	52,391	83.80	2	11	0	8	0	2
681	July 1, 1888	7	18.30	8	18.30	6	29,447	94.38	1	14	4	0	4	1
502	Jan. 25, 1887	7	22.74	8	22.74									
1,495	July 1, 1889	7	26.46	8	28.06									
1,162	July 1, 1888	3	29.40	4	26.94	6	95,027	88.33	3	15	0	9	0	4
2,351	July 1, 1888	3	27.00	4	27.60	6								
695	July 1, 1889	1	23.82	4	25.08	6	260,135	139.46	43	18	3	9	2	6
8,719	July 1, 1888	4	25.50	3	24	7	164,871	104.93	54	17	2	9	2	1
9,294	July 1, 1888	4	26.40	3	26.40	7			55	20	0	9	0	2
21,912	July 1, 1885	4	8.34	3	11.94	7								
3,288	July 1, 1885	4	7.98	3	6.90	7								
5,186	Apr. 16, 1886	1	12	2	12	6	95,646	102.18	2	13	5	7	6	3
480	July 1, 1889	1	11.5	2	11.5	6								
1,319	July 1, 1885	17	24.48	15	25.70	14	704,757	148.52	4	40	0	9	52	13
5,068	July 1, 1886	19	22.97	20	23.83									
		17	20.21	18	18.24									
5,007	July 1, 1886	19	28.28	20	27.65									
		17	22.69	18	22.84									
3,889	July 1, 1886	19	27.35	20	23.68	(14)			(15)					
		17	18.78	18	20.13									
792	July 1, 1886	19	18.58	20	10.12									
		7	24.08	8	20.77	6	52,010	166.76	1	11	0	7	6	1
1,622	July 1, 1886	7	27.39	22	27.65	7	172,287	118	213	17	0	9	9	4
792	Mar. 7, 1887	65	28.69	66	28.54									
188	Aug. 7, 1888	3	25.23	4	26.23	6	95,569	153.14	24	22	0	9	3	2
262	July 1, 1888	2	11.40	1	10.80	6	22,464	72	1	10	0	6	6	1
2,389	July 1, 1889	3	25.14	8	24.14	6	260,220	107.30	1	20	6	9	4	2
		7	25.41	2	24.14	6	50,220	.....	1	16	2	8	3	1
									24	20	6	9	4	1
673	July 1, 1888	71	25.55	72	26.04	6	72,215	115.73	42	14	0	9	3	2

<sup>9</sup> Cars all run through between Cumberland, Md., and Sandusky, Ohio.

<sup>10</sup> Four helpers running over whole line.

<sup>11</sup> Balance of route, Newark to Columbus, Ohio, covered by closed pouches. (See Table C.)

<sup>12</sup> Covered by Grafton and Chicago R. P. O. (103.82 miles).

<sup>13</sup> Distance shown on Grafton and Chicago R. P. O. (139 miles).

<sup>14</sup> Covered by lines of Third Division (4 miles).

<sup>15</sup> 4 miles covered by Jacksonville and Tampa R. P. O., enacting clerk additional included.

<sup>16</sup> Double-daily service; clerks departing on train 17 return on train 20; clerks departing on train 19 arrive on train 18; 2 helpers, San Francisco to Lathrop (32.1 miles, route 46601, shown on Ogden, Utah, and San Francisco, Cal., R. P. O.)

<sup>17</sup> Balance of route 46014 (247.43 miles), covered by El Paso, Tex., and Los Angeles, Cal., R. P. O.

<sup>18</sup> Cars for trains 10 and 20 shown on El Paso, Tex., and Los Angeles, Cal., R. P. O.

<sup>19</sup> Single-daily line of 4-foot cars authorized.

<sup>20</sup> Extended from Templeton, Cal., March 16, 1889.

<sup>21</sup> Reported last year as San Francisco and Templeton R. P. O.

<sup>22</sup> One reserve car.

<sup>23</sup> Reported last year as part of Sault Ste. Marie, Mich., and Bruce, Wis., closed pouch service. R. P. O. service established Aug. 9, 8-8.

<sup>24</sup> Balance of route covered by Rhineland, Wis., and Minneapolis, Minn., R. P. O. (17.32 miles), and by Gladstone, Mich., and Rhineland, Wis., closed pouch service (125.89 miles). (See Table C.)

<sup>25</sup> Two in reserve.

<sup>26</sup> Double service daily, except Sunday.

<sup>27</sup> In reserve.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Seaford, Del., and Cambridge, Md.	2	33.64	Seaford, Del., Cambridge, Md. (P., W. and B.).	10008	33.64
Seattle and Tacoma, Wash. <sup>1</sup> ....	8	42.12	Seattle, Stuck, Wash. (Puget Sound Shore R. R.)	43012	23.87
			Stuck, Puyallup Junction (n.o.), Wash. (N. P. and Puget Sound Shore-).	43013	7.50
			Puyallup, Tacoma, Wash. (Northern Pacific R. R.).	43065	( <sup>1</sup> )
<i>Sedalia, Mo., and Denison, Tex.<sup>2</sup></i>	7	433.13	Sedalia, Mo., Denison, Tex. (M., K. and T.).	(part) 28011	433.13
Sedalia and Kansas City, Mo. <sup>3</sup>	7	99.35	Sedalia, Independence, Mo., (Mo. Pac.)	628033	89.22
			Independence, Kansas City, Mo. (Mo. Pac.).	28001	( <sup>1</sup> )
Sedalia and Warsaw, Mo. ....	7	43.16	Sedalia, Warsaw, Mo. (Mo. Pac.)	28042	43.16
Selma, Jackson, and Mobile, Ala.	4	163.22	Selma, Mobile, Ala. (Mob. and Birm. Ry.).	17034	163.22
Selma and Meridian, Miss. ....	4	110.76	Selma, Ala., Meridian, Miss. (E. T., Va. and Ga. R. R.).	17009	110.76
Selma and Pine Apple, Ala. ....	4	46.40	Selma, Pine Apple, Ala. (L. and N. R. R.).	17017	46.40
Shabbona and Sterling, Ill. ....	6	47.97	Shabbona, Sterling, Ill. (Chi., Bur. and Qcy.).	23014	47.97
Sheboygan and Princeton, Wis.	10	79.22	Sheboygan, Princeton, Wis. (Chi. and No. West.).	25019	79.22
Shelfield and Jasper, Ala. ....	4	87.70	Shelfield, Jasper Ala. (Shel., Birm. C. and I. and Rwy. Co.).	17011	87.70
Shreveport, La., and Houston, Tex.	11	234.42	Shreveport, Logansport, La. (S. and H.).	30016	41.72
			Logansport, La., Houston, Tex. (H., E. and W. T.).	31023	192.70
Sidell and Olney, Ill. ....	6	86.31	Sidell, Olney, Ill. (Chi. and Ohio River)	23006	86.31
Sioux City and Missouri Valley, Iowa.	6	76.10	Sioux City, Missouri Valley, Iowa (S. City and Pac.).	27029	76.27
Sioux City, Iowa, and Norfolk, Nebr.	6	76.09	Sioux City, Iowa, Emerson, Nebr. (Chi., St. P., Minn. and Om.).	34003	( <sup>1</sup> )
			Emerson, Norfolk, Nebr. (Chi., St. P., Minn. and Om.).	34021	47.09
Sioux City, Iowa, and Omaha, Nebr.	6	123.90	Sioux City, Iowa, Omaha, Nebr. (Chi., St. P., Minn. and Om.).	34003	124.30
Skowhegan and Portland, Me. ..	1	103	Skowhegan, Portland, Me. (Me. Cen.)	5	102.94
Slatington and Reading, Pa. ....	2	43.63	Slatington, Reading, Pa. (P. and R.).	8089	44.13
Smithville and Blakely, Ga. ....	4	73.54	Smithville, Albany, Ga. (S. W. R. R.).	15039	( <sup>11</sup> )
			Albany, Blakely, Ga. (S. W. R. R.).	15040	50.38
Smithville, Ga., and Montgomery, Ala.	4	141	Smithville, Ga., Eufaula, Ala. (S. W. R. R.).	15016	61.59
			Eufaula, Montgomery, Ala. (M. and E. R. R.).	(part) 1-003	80.57
Sodus Point and Stanley, N. Y.	2	34.03	Sodus Point, Stanley, N. Y. (No. Central).	6090	33.50
Solomon City and Beloit, Kans. <sup>13</sup>	7	57.86	Solomon City, Beloit, Kans. (U. P.).	33025	57.86
South Amboy, N. J., and Philadelphia, Pa.	2	62.82	South Amboy, Jamesburgh, N. J. (Penn.).	7047	14.33
			Jamesburgh, Camden, N. J. (Penn.).	7005	147.58
South Bend and Terre Haute, Ind.	5	184	South Bend, Terre Haute, Ind. (Terre Haute and Ind.).	(part) 22013	185.56
South Londonderry and Brattleborough, Vt.	1	36.47	South Londonderry, Brattleborough, Vt. (Can. Vt.).	2016	36.40

<sup>1</sup> New service December 4, 1888. Double daily service between Puyallup Junction (n.o.) and Tacoma. Additional to Spokane Falls, Wash., and Portland, Oregon. R. P. O.: 860 miles, route 43065, from Melrose to Carbonade, closed pouch service. (See Table C.)

<sup>2</sup> Double daily service.

<sup>3</sup> Three helpers on trains 3 and 4 between Sedalia, Mo., and Oswego, Kans. (173.40 miles); two

clerks detailed to transfer service, Sedalia, Mo.; one clerk detailed to chief clerk's office, Fort Scott, Kans.

<sup>11</sup> In reserve.

<sup>12</sup> Daily service between Sedalia and Kansas City, Mo. trains 193 and 194, and daily, except Sunday, additional between Sedalia and Lexington, Mo. (56.50 miles), trains 195 and 196.

<sup>13</sup> Versailles and Lexington, Mo., R. P. O., runs

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
416	July 1, 1889	501	18.35	512	16.92	6	20,991	77.28	1	10 0	6 0	1	1	1
3,764	July 1, 1889	21	23.87	22	22.74	14	61,405	84.24	2	24 6	9 1	2	1	2
118	Feb. 25, 1886	21	18	22	18									
2,374	July 5, 1888	23	12.80	24	18									
12,093	July 1, 1887	21	22.21	22	20.50	7	316,185	144.38	3	50 7	9 0	6	2	36
		3	21.80	4	21.84	7	316,185	144.38	2	50 6	9 0	6	3	
878	July 1, 1887	193	20.59	194	20.59	7	72,526	99.35	4	50 7	9 0			
47,461	July 1, 1887	195	11.44	196	11.64	6	35,256	113	1	19 3	9 2	2	1	3
		193	20.76	194	15.57	7			1	19 9	7 3	1	1	
277	July 1, 1887	109	12.33	200	12.33	6	26,932	86.32	1	10 8	5 8	1	1	1
302	July 1, 1889	1	23.6	2	25.3	7	119,150	163.22	1	19 7	9 0	2	1	2
605	July 1, 1888	63	22	64	22	7	80,854	110.76	1	14 9	8 9	2	1	2
457	July 1, 1888	40	14.1	50	14.8	6	28,953	92.80	1	7 9	6 4	1	1	1
		79	23.95	78	27.37	6	29,953	95.94	1	11 11	6 7	1	1	1
1,383	July 1, 1885	201	19.00	202	20.01	6	49,433	79.22	1	13 6	7 3	2	1	2
234	July 1, 1889	1	24.2	2	23.2	6	54,724	175.40	1	14 9	8 9	1	1	1
174	July 1, 1886	2	18.40	1	19.51	7	171,126	117.21	1	14 0	7 0	4	1	4
297	July 1, 1886	2	16.22	1	16.76				1	13 0	7 6			
									1	13 6	7 4			
173	July 1, 1887	1	10	2	10	6	53,857	86.31	2	8 0	7 0	2	1	2
7,209	July 1, 1887	2	28.50	1	29.42	7	55,553	76.10	2	20 0	9 3	2	1	2
587	July 1, 1883	11	21.75	12	19.33	6	47,480	152.18	1	20 11	9 4	1	1	1
			11	23.50	12	24.52								
587	July 1, 1887	1	24.80	2	24.80	6	77,351	123.96	1	22 2	9 4	2	1	2
									1	22 11	9 4			
2,250	July 1, 1889	12	25.52	13	25.52	6	64,272	110.92	1	44 0	8 10	2	1	2
									1	42 0	8 0			
									10	41 0				
250	July 1, 1889	2	26.65	3	26.81	6	27,225	87.26	1	8 0	6 8	1	1	1
2,587	July 1, 1888	43	30	44	30	6	45,890	147.08	1	22 10	9 2	1	1	1
207	July 1, 1888	43	11.9	44	12.5	6								
2,645	July 1, 1888	530		630		7	102,930	141	2	26 4	9 0	2	2	4
1,667	July 1, 1888	5	26.6	6	24.6	7								
210	July 1, 1889	100	25.51	103	17	6	21,235	68.06	1	11 0	8 0	1	1	1
		261	28.93	262	33.06	7	42,238	115.72	1	18 0	8 11	1	1	1
853	July 1, 1885	815	28.20	318	28	6	139,262	125.84	1	15 0	9 0	1	1	2
		339	24.78	300	28.20	6	39,262		1	15 0	9 0	1	1	
1,354	July 1, 1889	315	26.92	318	27	6								
		339	25.48	300	21.15	6								
519	July 1, 1888	53	24.94	52	25.38	6	114,816	122.67	(16) 174	15 9	9 2	3	1	3
413	July 1, 1889	1	12.34	2	12.34	6	22,757	72.94	(16) 101	8 5	5 6	1	1	1
										10 2	5 8			

over 2.68 miles of route 28032 between Myrick Station (n. o.) and Lexington, Mo.

\* 10.38 miles distance route 28001 covered by St. Louis and Kansas City, Mo., R. P. O.

\* One car in reserve.

\* Distance (29 miles) covered by Sioux City, Iowa, and Omaha, Nebr., R. P. O.

10 Reserve car.

11 24.12 miles reported as Atlanta and Waycross R. P. O.

12 83 miles of route reported as Albany and Thomaston R. P. O.

13 Reported last year as Beloit and Solomon City, Kans., R. P. O.

14 Double service daily, except Sunday.

15 0.10 miles covered by Mounouth Junction and Manassas R. P. O.

16 Cars and clerks shown on route 7047.

17 Two cars in reserve.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Sparta and Tullahoma, Tenn. . . . .	5	61.05	Sparta, Tullahoma, Tenn. (Nash., Chatt. and St. L.).	110013 (part)	61.11
Sparta and Viroqua, Wis. . . . .	10	35.65	Sparta, Viroqua, Wis. (Chi., Mil. and St. P.)	25034	35.76
Spartanburgh, S. C., and Augusta, Ga. . . . .	4	134.21	Spartanburgh, Greenwood, S. C. (P. R. and W. C. Rwy.).	14021	68.29
			Greenwood, S. C., Augusta, Ga. (P. R. and W. C. Rwy.).	15037	67.73
Spokane Falls, Wash., and Genesee, Idaho. <sup>a</sup>	8	113.50	Spokane Falls, Marshall, Wash. (Northern Pacific).	43009 (part)	( <sup>b</sup> )
			Marshall, Wash., Genesee, Idaho (Spokane and Palouse Rwy.).	43015	104.31
Spokane Falls, Wash., and Portland, Oregon. <sup>a</sup>	8	550.92	Spokane Falls, Pasca, Wash. (Northern Pacific).	43009 (part)	144.90
			Pasca, Melrose, Wash. (Northern Pacific).	43011	233.61
			Melrose, Tacoma, Wash. (Northern Pacific).	43005 (part)	( <sup>b</sup> )
			Tacoma, Wash., Portland, Oregon. . . . .	43001	146.66
Springfield and Chadwick, Mo. . . . .	7	35.63	North Springfield, Chadwick, Mo. (Sta. A, Springfield, Mo.) (St. L. and S. F.).	28053	35.63
Springfield and Grafton, Ill. . . . .	6	85.30	Springfield, Grafton, Ill. (St. L. and Cent'l Ill.).	23082	85.30
Springfield, Mass., and Hartford, Conn. . . . .	1	32.29	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).	5016	32.60
Springfield, Ohio, and Indianapolis, Ind. <sup>a</sup>	5	139.52	Springfield, Ohio, Indianapolis, Ind. (Ind., Bloom. and West.).	21057	139.51
Springfield and Litchfield, Ill. . . . .	6	45.52	Springfield, Litchfield, Ill. (St. Louis and Chi.).	23093	45.61
Springfield, Ohio, and Richmond, Ind. . . . .	5	77.43	Springfield, Xenia, Ohio (Pitts., Cin. and St. Louis).	21027	20.67
			Xenia, Dayton, Ohio (Pitts., Cin. and St. L.).	21011	16.73
			Dayton, Ohio, Richmond, Ind. (Pitts., Cin. and St. L.).	21030	42.08
Springfield, Wellston, Ohio. . . . .	5	118.45	Springfield, Wellston, Ohio (Ohio South.).	21058	118.48
State Line (n. o.), and Rhinecliff, N. Y. . . . .	2	42.53	State Line (n. o.) and Rhinecliff, N. Y., (H. and C. W.).	5018	439.82
Sterling and Rock Island, Ill. . . . .	6	53.43	Sterling, Barstow, Ill. (Chi., Bur. and Qey.).	23084	40.75
			Barstow, Rock Island, Ill. (Chi., Bur. and Qey.).	23005 (part)	( <sup>b</sup> )
Stevens' Point and Portage, Wis. . . . .	10	73.84	Stevens' Point, Portage, Wis. (Wis. Cent.).	25015	74.13
Stoneboro and New Castle, Pa. . . . .	2	35.29	Stoneboro, New Castle, Pa. (W. N. Y. and Pa.).	8096	35.33
Streator and Fairbury, Ill. . . . .	6	31.98	Streator, Fairbury, Ill. (Wabash). . . . .	23043	32.05
Streator and Pekin, Ill. . . . .	6	63.06	Streator, Ancona, Ill. (Chi., S. F. and Cal.).	23098 (part)	( <sup>b</sup> )
			Ancona, Pekin, Ill. (Chi., S. F. and Cal.).	23051	57.50
Suffolk, Va., and Woodley, N. C. . . . .	3	41.87	Suffolk, Va., Woodley, N. C. (Suffolk and Carolina).	11030	41.87
Sunbury and Lewistown, Pa. . . . .	2	51.12	Sunbury, Selins Grove Junction, Pa. (No. Central).	10002 (part)	( <sup>b</sup> )
			Selins Grove Junction, Lewistown, Pa. (Penn.).	8168	44.60
Superior, Nebr., and Strong, Kans. <sup>12</sup>	7	157.36	Superior, Nebr., Keystone, Kans. (C., K. and W.).	33088	80.99
			Keystone, Strong, Kans. (C., K. and W.).	43077 (part)	76.46
Suspension Bridge and Buffalo, N. Y. . . . .	2	24.35	Suspension Bridge, Buffalo, N. Y. (N. Y. C. and H. E.).	6016 (part)	124.73

<sup>1</sup> Balance of route (Sparta to Bon Air Coal Mine, 6.55 miles) covered by closed pouches. (See Table C.)

<sup>2</sup> For cars see Augusta and Port Royal R. P. O.

<sup>3</sup> New service October 2, 1888: 8.70 miles, Spokane Falls to Marshall, additional to Spokane Falls, Wash., and Portland, Oregon; 15.00 miles, Pasco to Wallula closed-pouch service. (See Table C.) Balance of route 43009 covered by Mandan, Dak., and Spokane Falls, Wash., R. P. O. (See Tenth Division.)

<sup>4</sup> Reported last year as Helena, Mont., and Portland, Oregon, R. P. O., line from Helena, Mont., to Spokane Falls, Wash., transferred to Tenth Division; 10.50 miles route 43,009, Pasco to Wallula, 8.00 miles, Melrose to Carbonado, closed-pouch service. (See Table C.) One chief clerk, Portland, Oregon.

<sup>5</sup> This was formerly the Columbus, Springfield and Indianapolis R. P. O. On January 11, 1889, run of clerks was curtailed to end at Springfield, Ohio, decreasing distance 45 miles. Serv-

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from dividend 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. In.</i>	<i>Ft. In.</i>			
487	July 1, 1888	72	14.64	71	15	6	38,005	122.10	1	12 0	9 0	1	1	1
397	July 1, 1887	503	22.03	502	21.72	6	22,245	71.30	1	12 2	7 3	1	1	1
344	July 1, 1888	68	21.6	67	21.6	7	97,973	134.21	( <sup>2</sup> )	.....	.....	2	1	2
520	July 1, 1888	68	21.9	67	20	7								
7,068	July 1, 1886	9	26.10	10	21.75	7	82,855	113.50	2	17 6	9 0	2	1	2
787	July 1, 1889	9	20	10	20.65									( <sup>4</sup> )
7,068	July 1, 1886	1	17.88	2	17.88	7	402,172	137.73	4	24 6	9 1	8	1	9
3,209	June 27, 1888	1	17.01	2	17.01									
3,374	July 5, 1888	1	20.70	2	24.06									
3,023	July 1, 1886	1	22.57	2	23.87									
219	July 1, 1887	43	11.88	44	10.18	7	26,010	71.26	1	12 0	7 0	1	1	1
272	July 1, 1887	1	21.32	4	11.63	6	53,227	85.50	1	11 0	6 10	2	1	2
796	July 1, 1889	141	23.62	142	22.23	6	20,148	129.16	1	11 0	6 0	1	1	1
		143	22.23	144	23.23	6	20,148							
1,258	July 1, 1888	5	27.90	4	25.38	6	102,289	93.01	2	22 0	9 0	3	1	3
									<sup>61</sup>	20 0	9 0			
282	May 17, 1888	1	26.05	2	26.05	6	28,404	91.04	2	20 0	9 3	1	1	1
957	July 1, 1888	7	26.40	6	26.40	6	48,316	154.86	<sup>72</sup>	19 0	9 0	1	1	1
2,229	July 1, 1888	7	25.20	6	22.80	6								
2,581	July 1, 1888	7	25.20	6	24.06	6								
343	July 1, 1888	4	18.96	3	20.40	6	73,913	118.45	2	11 10	7 0	2	1	2
913	July 1, 1889	9	12.62	8	14.82	6	26,539	85.06	1	10 6	6 0	1	1	1
282	July 1, 1887	36	22.20	35	24.42	6	32,716	104.86	1	11 4½	6 7½	1	1	1
2,233	July 1, 1887	21	15.46	22	19.89									
810	July 1, 1887	16	24.03	15	27.17	6	46,076	147.68	1	17 8	7 6	1	1	1
328	July 1, 1889	43	19.20	6	24.42	6	22,021	72.98	3	14 2	8 6	1	1	1
106	July 1, 1887	251	21.34	252	21.28	6	19,955	63.96	1	11 2½	8 0½	1	1	1
960	July 1, 1889	101	24.40	102	24.40	6	40,597	130.12	1	26 3	9 4	1	1	1
205	July 1, 1887	101	24.64	102	24.64									
81	July 1, 1889	1	19.04	2	15.08	6	26,127	83.74	1	6 11	5 8	1	1	1
11,378	July 1, 1885	3	24.50	2	21.43	6	31,899	102.24	1	6 5	6 4	1	1	1
310	July 1, 1889	3	22.45	2	27.02	6	.....	( <sup>12</sup> )	.....	.....	( <sup>12</sup> )			
519	July 1, 1889	302	21.13	301	20.25	7	97,631	157.36	1	20 9	9 4	2	1	2
577	July 1, 1889	302	22.92	301	20.40	7	.....	<sup>41</sup>	6 0½	7 2				
8,979	July 1, 1885	16	27	10	27	6	15,194	97.40	( <sup>12</sup> )	( <sup>12</sup> )	( <sup>12</sup> )	1	1	1
		4	29.67	1	29.67	6	<sup>41</sup> 15,194							

ice between Springfield and Columbus, Ohio, is being performed by Sandusky and Columbus R. P. O.

<sup>10</sup> In reserve.

<sup>11</sup> One car in reserve.

<sup>12</sup> 70.93 miles covered by Hartford and Millerton R. P. O.

<sup>13</sup> Distance (11.60 miles) covered by Rock Island, Ill., and St. Louis, Mo., R. P. O.

<sup>14</sup> Distance (6.10 miles) covered by Chicago, Ill., and Fort Madison, Iowa, R. P. O.

<sup>15</sup> 4.90 miles covered by Williamsport and Baltimore R. P. O.

<sup>16</sup> Cars and clerks shown on route 10002.

<sup>17</sup> Reported last year as Concordia and Strong, Kans., R. P. O. Increased distance 39.92 miles. Extended Feb. 4, 1889.

<sup>18</sup> 43.18 miles distance of route 33077, between Keystone and Barnard, Kans., covered by Keystone and Barnard, Kans. R. P. O., and 12.60 miles, between Strong and Bazaar, Kans., covered by closed-pouch service. (See Table C.)

<sup>19</sup> 4.75 miles covered by closed-pouch service. (See Table C.)

<sup>20</sup> Double service daily, except Sunday.

<sup>21</sup> Service performed in baggage-car, consisting of custody of registered mail only.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Switz City, Ind., and Effingham, Ill.	6	90.58	Switz City, Ind., Effingham, Ill. (Ind. and Ill. So.).	23026	90.97
Syracuse, Auburn, and Rochester, N. Y.	2	104.71	Syracuse, Rochester, N. Y. (N. Y. C. and H. R.).	6013	104
Syracuse and Earlville, N. Y. . . .	2	43.66	Syracuse, Earlville, N. Y. (S. O. and N. Y.).	0071	44.39
Talmage and Crete, Nebr. . . . .	6	58.43	Talmage, Crete, Nebr. (Mo. Pac.) . . . . .	34059	58.45
Tama and Hawarden, Iowa . . . .	6	243.34	Tama, Eagle Grove, Iowa (Chi. and No. West.).	427032	98.34
			Eagle Grove, Hawarden, Iowa (Chi. and No. West.).	27070	145.30
Tamaroa and Chester, Ill. . . . .	6	42.90	Tamaroa, Chester, Ill. (Wab., Ches. and West.).	23047	42.90
Taylor and Fayetteville, Tex. <sup>7</sup>	11	83.29	Taylor, Fayetteville, Tex. (T. B. and H.).	31056	83.29
Taylor and San Antonio, Tex. <sup>8</sup>	11	116.50	Taylor, San Antonio, Tex. (I. and G. N.).	31007	( <sup>9</sup> )
Taylorville and Charlotte, N. C.	3	65.69	Taylorville, Charlotte, N. C. (Rich. and Dan.).	13009	65.13
Temple and San Angelo, Tex. <sup>11</sup>	11	237.40	Temple, San Angelo, Tex. (G., C. and S. F.).	31049	227.09
			Coleman Junction and Coleman (G., C. and S. F.).	31051	6.25
Tennile and Dublin, Ga. . . . .	4	36	Tennile, Wrightsville, Ga. (W. and Tenn. R. R.).	15015	16.74
			Wrightsville, Dublin, Ga. (Wrights. and Dublin R. R.).	15040	20.09
Terre Haute and Evansville, Ind.	5	110.10	Terre Haute, Evansville, Ind. (Evans. and Terre Haute.).	22012	109.71
Terre Haute, Ind., and Peoria, Ill.	6	176.90	Terre Haute, Ind., Peoria, Ill. (T. Haute and Peoria).	23048	177.60
Terre Haute, Washington, and Evansville, Ind.	5	139.20	Terre Haute, Worthington, Ind. (Evans. and Ind.).	22030	40.91
			Worthington, Evansville, Ind. (Evans. and Ind.).	22026	98.10
Texarkana, Ark., and El Paso, Tex. <sup>14</sup>	11	869.22	Texarkana, Ark., Marshall, Tex. (Tex. Pac.).	131010	69.64
			Marshall, El Paso, Tex. (Tex. Pac.). . . . .	131009	794.28
Texarkana, Ark., and Gatesville, Tex.	11	305.39	Texarkana, Ark., Gatesville, Tex. (St. L., Ark. and Tex.).	31023	305.39
Texarkana, Ark., and Houston, Tex.	11	330.49	Texarkana, Ark., Marshall, Tex. (Tex. Pac.).	31010	( <sup>11</sup> )
			Marshall, Longview, Tex. (Tex. Pac.). . . . .	31009	( <sup>12</sup> )
			Longview, Houston, Tex. (I. and G. N.). . . .	31008	233.45
Texarkana, Ark., and Whitesborough, Tex.	11	173.74	Texarkana, Ark., Whitesborough, Tex. (Tex. Pac.).	31011	173.44
Thomaston and Long Island City, N. Y.	2	14.28	Thomaston, Whitestone Junction, N. Y. (Long Island).	6120	7.07
			Whitestone Junction, Long Island City, N. Y. (Long Island).	6094	27.01

Double service daily, except Sunday.

<sup>3</sup> In reserve.

<sup>4</sup> One car in reserve.

<sup>5</sup> Balance of route (66.30 miles) covered by Lake Crystal, Minn., and Eagle Grove, Iowa, R. P. O.

One helper between Tama and Jewell, Iowa (68.8 miles).

<sup>6</sup> Balance of route (126.37 miles) covered by Onakes, Dak., and Hawarden, Iowa, R. P. O.

<sup>7</sup> Extended August 6, 1888 (13.27 miles).

<sup>8</sup> Double service between Taylor and San Antonio, Tex., reported last year as Denison, and San Antonio R. P. O., owing to change of time on the I. and G. N. R. R. R. P. O. was cut at Taylor, Tex., June 16, 1889.

<sup>9</sup> Covered by Palestine and Lardo.

<sup>10</sup> One acting clerk.

<sup>11</sup> Extended October 29, 1888 (35.68 miles).

<sup>12</sup> One clerk detailed to transfer duty at Evansville, Ind.

<sup>13</sup> One clerk detailed to transfer duty at Peoria, Ill.

<sup>14</sup> Service on trains 3 and 4, between Texarkana, Ark., and El Paso, Tex., and on 1 and 2 between Texarkana, Ark., and Ft. Worth, Tex., making double daily service between Texarkana, Ark., and Ft. Worth, Tex. (254.17 miles), runs of clerks on trains 3 and 4 divide on Ft. Worth, Tex.

<sup>15</sup> Texarkana, Ark., and Houston, Tex., R. P. O., also runs over route 31010, and 23.50 miles of route 31009 between Marshall and Longview, Tex.

<sup>16</sup> 40.44 miles balance of route 31009, between



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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 crew.	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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
211	July 1, 1887	1	16.77	2	16.04	6	56,522	181.16	1	17	0	7	7 <sup>1</sup>	1
6,656	July 1, 1889	11	23.70	14	23.27	6	165,339	104.71	1	49	3	9	1	3
		19	23.70	6	26.58	6	65,339		1	45	2	9	1	2
									21	49	1	9	1	6
380	July 1, 1889	1	24.04	8	24.94	6	27,244	87.32	21	20	6	8	10	1
									32	9	1	8	6	1
		375	14.60	376	12.98	7	36,466	116.86	1	20	5	7	0	1
1,338	July 1, 1887	5	21.84	6	21.84	6	151,844	121.67	2	24	0	9	2 <sup>1</sup>	4
1,073	July 1, 1887	5	25.59	6	25.59									1
508	July 1, 1887	2	19.80	3	18.39	6	26,760	85.58	1	10	0	6	0	1
351	July 1, 1889	19	18.79	20	19.15	7	54,638	166.58	1	16	7	6	7	1
2,036	July 1, 1886	3	19.15	4	18.39	7	85,045	116.50	1	22	0	9	0	2
									1	22	2	9	0	2
									1	21	2	9	0	103
394	July 1, 1888	18	17.53	17	16.41	6	40,991	131.38	1	9	10	7	4	1
1,042	July 1, 1889	41	22.43	42	22.43	7	140,512	158.26	1	10	6	9	0	3
113	Aug. 16, 1886								1	13	6	9	0	1
									1	12	6	9	0	3
53	May 1, 1885	3	16.5	2	15.2	6	22,464	72	1	8	0	9	0	1
279	July 1, 1888	3	15.6	2	14	6								1
3,118	July 1, 1888	1	25.80	2	27.52	6	68,702	146	2	24	0	8	4	3
		3	28.20	4	26.40	7	80,373		21	16	0	9	0	1
399	July 1, 1887	2	23.42	1	22.20	6	110,385	117.93	3	17	9	7	2	1
414	July 1, 1888	9	37.80	10	21	6	86,861	139.20	1	14	3	9	0	2
469	July 1, 1888	9	16.36	10	19.20	6			1	8	4	9	0	1
10,345	July 1, 1886	3	21.17	4	21.68	7	634,531	115.87	7	21	6	9	1	4
4,211	July 1, 1886	1	19.33	2	22.23	7	185,544	168.68						2
		3	21.46	4	21.46									1825
590	July 1, 1886	1	15.55	2	15.96	7	222,934	122.15	(19)					4
10,345	July 1, 1886	3	21.17	4	21.68	7	241,258	132.19	2	21	8	8	10	1
4,211	July 1, 1886	3	21.13	4	22.90									204
2,978	July 1, 1886	1	5 21.77	6	2 23.33									227
1,291	July 1, 1886	31	21.50	32	22.30	7	126,830	115.82	2	20	4	7	0	3
423	July 1, 1889	218	19.28	207	19.28	6	8,911	85.08	1	14	8	6	8	1
		230	18.44	219	17.67	6	26,911							3
		248	16.31	233	19.28	6	8,911							3
572	July 11, 1886	218	32.36	207	21.03	6			(27)					(24)
		230	21.12	219	21.03	6								
		248	21.03	233	20.03	6								

Shreveport, La., and Marshall, Tex., covered by New Orleans, La., and Marshall, Tex., R. P. O.

<sup>17</sup>Trains 3 and 4, between Texarkana, Ark., and Sierra Blanca, Tex., and 131 and 132, between Sierra Blanca and El Paso, Tex.<sup>18</sup>One clerk detailed to superintendent's office; one porter detailed to superintendent's office. Three helpers between Texarkana, Ark., and Ft. Worth, Tex. One helper from Ft. Worth to Gordon, Tex. (71.5 miles).<sup>19</sup>Same cars on Cairo, Ill., and Texarkana, Ark., R. P. O. run on this line. (See Cairo and Texas).<sup>20</sup>One acting clerk between Waco and Gatesville, Tex. Four clerks between Texarkana, Ark., and Waco, Tex.<sup>21</sup>Covered by Texarkana and El Paso.<sup>22</sup>Two helpers, Texarkana, Ark., to Longview, Tex. (97 miles.)<sup>23</sup>40.44 miles covered by New Orleans and Marshall R. P. O. 66.00 miles covered by Texarkana and El Paso R. P. O.<sup>24</sup>Car and clerk shown on route 6120.<sup>25</sup>Triple service daily, except Sunday.<sup>26</sup>4.35 miles covered by closed-pouch service. (See Table C.)<sup>27</sup>Service performed by an acting clerk.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to south-east (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Titusville and Sanford, Fla. ....	4	47.75	Titusville, Enterprise Junction (n. o.), Fla. (J., T. and K. W. Ry.). Enterprise Junction (n. o.), Sanford, Fla. (J., T. and K. W. Ry.).	16025 16018	40. 00 (?)
Toccoa and Elberton, Ga. ....	4	50. 62	Toccoa, Elberton, Ga. (R. and D. R. R.)	15028	50. 62
Toledo, Ohio, and Allegan, Mich. ....	9	157. 42	Toledo, Ohio, Allegan, Mich. (C., J. and M.).	24019	157. 42
Toledo and Cincinnati, Ohio. ....	5	203. 27	Toledo, Dayton, Ohio (Dayton and Mich.). Dayton, Cincinnati, Ohio (Cin., Ham. and Day.).	21023 21026	144. 18 58. 38
Toledo and Columbus, Ohio. ....	5	125. 50	Toledo, Columbus, Ohio (Col., Hook. Val. and Tol.).	21053	124. 85
Toledo and Findlay, Ohio. ....	5	46. 01	Toledo, Findlay, Ohio (Tol., Col. and South.).	21091	44. 02
Toledo, Ohio, and Frankfort, Ind. ....	5	207. 53	Toledo, Delphos, Ohio (Tol., St. L. and Kana. City). Delphos, Ohio, Kokomo, Ind. (Tol., St. L. and Kana. City). Kokomo, Frankfort, Ind. (Tol., St. L. and Kana. City).	21061 21065 22033	74. 11 108. 24 25. 77
Toledo, Ohio, and La Fayette, Ind. ....	5	204. 00	Toledo, Ohio, La Fayette, Ind. (Wab., St. L. and Pac.).	21019 (part)	(?)
Toledo and Mansfield, Ohio. ....	5	87. 16	Toledo, Mansfield, Ohio (Penna. Co.)	21043	86. 25
Toledo and Marietta, Ohio. ....	5	263. 32	Toledo, Zoar Station, Ohio (Wheel. and Lake Erie). Zoar Station, Marietta, Ohio (Cleve. and Mar.).	21080 (part) 21040	157. 20 106. 03
Toledo, Thurston, and Columbus, Ohio. <sup>12</sup>	5	178. 36	Toledo, Thurston, Ohio (Tol. and Ohio Cen.). Thurston, Columbus, Ohio (Tol. and Ohio Cen.).	21055 21068 (part)	148. 13 (15)
Toledo, Ohio, and St. Louis, Mo. <sup>14</sup>	5	437. 44	Toledo, Ohio, Decatur, Ill. (Wab., St. L. and Pac.). Decatur, East St. Louis, Ill. (Wab., St. L. and Pac.).	21019 (part) 23023 (15)	203. 10 (15)
Topeka and Bellville, Kans. <sup>15</sup>	7	187. 20	Topeka, McFarland, Kans. (C., R. I. and P.). Bellville, McFarland, Kans. (C., R. I. and P.).	33075 (20) 33089	(20) 104. 78
Topeka and Fort Scott, Kans. ....	7	180. 79	Topeka, Fort Scott, Kans. (K., N. and D.).	33060	180. 79
Towanda and Bernice, Pa. ....	2	80. 72	Towanda, Bernice, Pa. (P. and N. Y. C. Co.).	8060	23. 68
Tower City and Lebanon, Pa. ....	2	42. 26	Tower City, Lebanon, Pa. (P. and R.).	8069	43. 49
Townsend, Del., and Centreville, Md. ....	2	35. 21	Townsend, Del., Centreville, Md. (P., W. and B.).	10010	35. 26
Tracy, Minn., and Pierre, Dak. ....	10	255. 69	Tracy, Minn., Pierre, Dak. (Chi. and No. West.).	26031	255. 69
Tracy, Minn., and Redfield, Dak. ....	10	164. 14	Tracy, Minn., Redfield, Dak. (Chi. and No. West.).	26014 (part)	164. 14
Tracy City and Cowan, Tenn. ....	5	20. 05	Tracy City, Cowan, Tenn. (Nash., Chatt. and St. L.).	19010	20. 03

<sup>1</sup> One reserve car.<sup>2</sup> 7.06 miles covered by Jacksonville and Tampa R. P. O.<sup>3</sup> A full R. P. O. line of 40-foot cars established on night trains of this line July 1, 1888.<sup>4</sup> Four crews on day line; 2 clerks to crew.<sup>5</sup> Four crews on night line; 2 clerks to crew.<sup>6</sup> Two cars in reserve.<sup>7</sup> In reserve.<sup>8</sup> One car in reserve.<sup>9</sup> Covered by Toledo and St. Louis R. P. O. (204.10 miles).<sup>10</sup> These clerks are appointed to Toledo and St. Louis R. P. O., and are shown with that line.<sup>11</sup> Balance of route, Zoar Station to Bowerston

(18.42 miles) covered by closed pouches. (See Table C.)

<sup>12</sup> This line was formerly the Toledo and Corning R. P. O. On August 27, 1888, run of clerks changed to end at Columbus, Ohio, decreasing distance 7.70 miles. Service between Thurston and Corning, Ohio, to be performed, by Columbus and Charleston R. P. O.<sup>13</sup> Covered by Columbus and Charleston R. P. O. (28.70 miles).<sup>14</sup> This line, together with the Toledo and La Fayette, La Fayette and Quincy, and Chicago, Decatur and St. Louis R. P. O., forms double daily service between Toledo, Ohio, and St. Louis, Mo.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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>			
580	Mar. 22, 1886	100 18	103	19.5	6	29,706	95.50	12		18 3	7 5	1	1	1
2,960	Feb. 11, 1885	100 17	103	17	6									
380	July 1, 1888	1 13.3	2 13.6	6	31,586	101.24	1	10 0	4 6	1	1	1	1	1
214	Mar. 20, 1884	22 24.64	21 26.74	6	88,230	157.42	2	11 0	6 0	2	1	2	1	2
6,648	July 1, 1888	25 26.40	6 25.80	6	126,840	101.63	3	50 0	9 0	4	2	16	2	16
		1 24.03	28 25.20	7	148,387									
8,051	July 1, 1888	25 31.80	6 25.80	0										
		1 29.07	28 29.07	7										
1,061	July 1, 1888	4 27	1 27	6	78,368	125.59	4	16 9	9 6	2	1	2	1	2
							71	10 0	7 3					
285	July 1, 1888	4 24	3 22.20	6	28,710	92.02	2	17 0	8 4	1	1	1	1	1
515	July 1, 1888	1 25.74	2 28.20	6	129,409	103.77	3	20 0	9 0	4	1	4	1	4
450	July 1, 1888	1 30.42	2 28.80	6										
506	July 1, 1888	1 33.60	2 31.80	6										
13,456	July 1, 1888	41 31.32	40 33	6	127,727	102.34	3	36 0	9 4	4	1	(10)	1	
745	July 1, 1888	20 26.10	1 28.20	6	54,388	87.16	2	19 10	8 9	2	1	2	1	2
883	July 1, 1888	5 24.84	6 25.20	6	164,312	131.66	2	19 0	9 0	4	1	4	1	4
							73	18 0	7 8					
807	July 1, 1888	5 23.40	6 22.74	6										
887	July 1, 1888	2 23.40	1 24.06	6	111,043	118.91	4	15 0	9 0	3	1	3	1	3
1,019	July 1, 1888	2 21.60	1 21.60	6										
13,480	July 1, 1888	43 30.06	42 34.20	7	319,331	145.81	3	60 0	9 8	16	6	1739	6	1739
12,380	July 1, 1887	43 31.02	42 34.20	7										
2,049	July 1, 1889	111 32.10	112 32.10	7	100,156	137.20	2	16 6	7 7½	2	1	2	1	2
1,391	July 1, 1889	111 31.43	112 29.24	7										
162	Feb. 10, 1887	283 16.35	284 16.35	6	81,013	130.70	1	11 3	7 0	2	1	2	1	2
							1	11 2	6 10					
298	July 1, 1889	11 19.40	14 19.40	6	19,169	61.44	1	5 6	5 10	1	1	1	1	1
278	July 1, 1889	9 18.66	12 25.20	6	26,370	84.52	1	7 0	8 7	1	1	1	1	1
535	July 1, 1889	101 27.27	180 28.38	6	21,971	70.42	1	11 10	6 8	1	1	1	1	1
2,327	July 1, 1887	1 24.32	2 23.04	6	159,550	127.84	2	24 0	9 2	4	1	216	1	216
							71	24 7	9 34					
2,385	Mar. 30, 1887	1 & 7 25.79	2 & 8 25.24	6	102,423	109.43	1	15 52	7 5½	3	1	3	1	3
							1	15 11½	7 6					
							71	12 0	7 5					
210	July 1, 1888	122 17.40	121 17.40	6	12,511	40.10	1	14 6	7 10	1	1	1	1	1

<sup>14</sup> This is the distance Toledo, Ohio, to La Fayette, Ind. Whole of route 21019 is Toledo, Ohio, to Quincy, Ill., 474.25 miles. Toledo and St. Louis R. P. O. runs over this route between Toledo, Ohio, and Decatur, Ill., 322.90 miles, but only that part of contract route between Toledo, Ohio, and La Fayette, Ind., distance 203.10 miles, is shown by this division; balance, 271.15 miles, La Fayette, Ind., to Quincy, Ill., is covered by La Fayette and Quincy R. P. O. (See Sixth Division report.)

<sup>15</sup> Night line only.

<sup>16</sup> One 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 in apartment cars between Toledo, Ohio, and La Fayette, Ind.; 2 clerks act as helpers between Toledo, Ohio, and Attica, Ind. (224.50 miles), three days in the week each.

<sup>17</sup> Covered by lines of Sixth Division (113.66 miles).

<sup>18</sup> Reported last year as McFarland and Belleville, Kans., R. P. O. Increased distance, 32.42 miles.

<sup>19</sup> 32.10 miles, distance of route 33075, covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O.

<sup>20</sup> Two helpers Tracy, Minn., to Huron, Dak.

<sup>21</sup> Balance of route (91.23 miles) covered by Winona and Tracy, Minn., R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation.

Designation of railway post-office. (Lines upon which railway post-office cars are paid for in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Trenton, and Adrian, Mich. <sup>1</sup> ....	9	49.60	Trenton, Corbus, Mich. (L. S. and M. S.). Corbus, Adrian, Mich. ....	24036 24002 (part)	37.23 ( <sup>2</sup> )
Trenton, Mo., and Leavenworth, Kans. <sup>2</sup>	7	103.56	Trenton, Mo., Leavenworth, Kans. (C., R. I. and P.).	27017 (part)	69.22
Turkey River and West Union, Iowa.	6	58.34	Turkey River, West Union, Iowa (Chi. Mil. and St. P.).	27039	58.63
Tyler and Lufkin, Tex. ....	11	89.61	Tyler, Lufkin, Tex. (St. L., Ark. and Tex.)	31044	89.61
Ukiah and San Francisco, Cal. <sup>3</sup>	8	113.78	Ukiah, San Francisco, Cal. (San Fran. and North Pacific R. R.).	46011	113.45
Union City, Ind., and Dayton, Ohio.	5	47.45	Union City, Ind., Dayton, Ohio (Dayton and Union).	21022	47.37
Utica and Binghamton, N. Y. ...	2	95.70	Utica, Norwich, N. Y. (D., L. and W.) ....	6041	53.99
			Norwich, Chenango Forks, N. Y. (D., L. and W.).	6040	30.31
			Chenango Forks, Binghamton, N. Y. (S. B. and N. Y.).	6065 (part)	( <sup>11</sup> )
Utica and Randallville, N. Y. ...	2	81.47	Utica, Randallville, N. Y. (N. Y., O. and W.).	6057	81.30
Vanceborough and Bangor, Me	1	114.44	Vanceborough, Bangor, Me. (Me. Cen.)....	12	114.86
Versailles and Lexington, Mo. <sup>12</sup>	7	128.34	Versailles, Boonville, Mo. (Mo. Pac.) .....	28008	44.25
			Boonville, Myrick Station (n. o.), Mo. (Mo. Pac.).	28059	81.40
			Myrick Station (n. o.), Lexington, Mo. (Mo. Pac.).	28032 (part)	( <sup>13</sup> )
Villisca, Iowa, and Bigelow, Mo.	6	69.24	Villisca, Iowa, Burlington Junction, Mo. (Chi., Bur. and Qcy.).	27009	37.54
			Burlington Junction, Bigelow, Mo. (K. C., St. Jo. and C. Bl.).	28044	32.14
Wabasha and Zumbrota, Minn.	10	50.20	West Wabasha, Zumbrota, Minn. (Chi., Mil. and St. P.).	26022	60.29
Wadena and Fergus Falls, Minn.	10	53.36	Wadena, Fergus Falls, Minn. (Nor. Pac.)..	26042 (part)	51.95
Wadesborough, N. C., and Sumter, S. C.	4	105.43	Wadesborough, N. C., Cheraw, S. C. (Cheraw and Salis. R. R.).	14014	26.30
			Cheraw, Florence, S. C. (Ch. and Darl. R. R.).	14006	40.78
			Florence, Sumter, S. C. (W., C. and A. R. R.).	14002 (part)	( <sup>12</sup> )
Waldo and Cedar Keys, Fla. ....	4	71	Waldo, Cedar Keys, Fla. (Fla. Cent. and Pen. R. R.).	16001	70.84
Wallis Station and San Antonio, Tex.	11	200.58	Wallis Station, Kenedy, Tex. (S. A. and A. P.).	31057 (part)	( <sup>11</sup> ) 133.02
			Kenedy Depot, San Antonio, Tex. (S. A. and A. P.).	2231033	67.56

<sup>1</sup>Runs on route 24002, Corbus to Adrian, Mich. (12.80 miles).

<sup>2</sup>Shown in report of Monroe and Adrian R. P. O.

<sup>3</sup>Trenton, Mo., and Leavenworth, Kans., line is additional to Davenport, Iowa and Atchison, Kans., R. P. O., between Trenton and Altamont (n. o.), Mo., 33.04 miles.

<sup>4</sup>269.55 miles of route 27017, between Davenport, Iowa, and Altamont (n. o.), Mo., covered by Davenport, Iowa, and Atchison, Kans., R. P. O. helpers between Trenton and Atchison Junction, Mo. (80.80 miles); these helpers also per-

form service on Atchison Junction, Mo., and Atchison, Kans., R. P. O.

<sup>5</sup>Extended from Cloverdale May 8, 1889. Reported last year as Cloverdale and San Francisco R. P. O.

<sup>7</sup>One reserve car.

<sup>8</sup>Alternates with Utica and Randallville R. P. O.

<sup>9</sup>In reserve.

<sup>10</sup>Cars and clerks shown on route 6041.

<sup>11</sup>11.27 miles covered by Oswego and Binghamton R. P. O.

<sup>12</sup>Alternates with Utica and Binghamton R. P. O.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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 live.					
		Train No. outward.	Avg. speed (miles).					Train No. inward.	Avg. speed (miles).				Length.	Width.			
<b>Lbs.</b>								<i>Ft.</i>	<i>In.</i>								
240	July 1, 1884	121	28.80	120	29.59	0											
674	July 1, 1884	121	31.68	120	24	6	30,950	99	20	1	13	7	7	0	1	1	1
3,017	July 1, 1887	11	22.90	12	22.90	7	75,500	103	56	1	22	6	9	4	2	1	4
454	July 1, 1887	29	21.07	30	19.53	6	36,404	116	68	1	15	2	7	5	1	1	1
213	July 1, 1886	101	16.87	102	16.09	7	65,415	89	61	2	16	9	6	4	2	1	2
1,754	July 1, 1886	1	22.66	12	22.66	7	83,050	113	78	2	10	3	8	11	2	1	2
312	July 1, 1888	2	27	3	27	6	29,609	94	90	1	10	11	7	5	1	1	1
1,848	July 1, 1880	4	20.25	3	30.85	6	59,717	*100	89	1	18	2	6	10	2	1	2
1,875	July 1, 1889	4	16.36	3	31.58	6	.....	.....	(10)	.....	.....	.....	.....	.....	(10)	.....	.....
1,880	July 1, 1885	4	22	3	36.60	6	.....	.....	(10)	.....	.....	.....	.....	.....	(10)	.....	.....
899	July 1, 1889	2	10.77	13	22.89	6	19,637	1285	60	1	11	11	7	0	1	1	1
		14	24.17	13	24.50	6	145,082	.....	.....	1	19	6	7	1	.....	.....	.....
6,961	July 1, 1889	64	24.01	71	21.01	6	71,410	114	44	2	40	0	9	0	4	2	8
		2	22.80	11	22.81	6	71,410	.....	.....	1	20	0	8	6	.....	.....	.....
						6	.....	.....	.....	1	28	0	9	0	.....	.....	.....
467	July 1, 1887	181	15.62	182	12.64	6	1648,431	161	55.24	1	8	4	6	5	1	1	3
		171	12.58	172	10.02	6	170,399	171	13.14	2	16	4	6	10	2	1	.....
		181	18.20	182	16.69	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		171	11.63	172	10.62	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		172	8.04	171	8.04	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
553	July 1, 1887	81	25	82	23.68	6	43,206	138	48	1	11	11	7	0	1	1	1
308	July 1, 1883	14	24.07	13	24.60	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
310	July 1, 1887	1	12	2	14.11	6	36,910	118	40	1	12	4	6	0	1	1	1
289	July 1, 1887	33	20.76	34	21.82	6	33,296	106	72	1	23	9	8	10	1	1	1
349	July 1, 1888	63	20	62	23	6	65,788	105	43	1	28	0	8	9	2	1	2
476	July 1, 1888	63	20	62	23	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8,664	July 1, 1888	63	34.5	62	32.5	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,046	July 1, 1884	13	16.2	14	14	6	44,304	142	.....	1	9	10	6	10	1	1	1
425	Feb. 22, 1888	2	19.28	1	19.05	7	116,423	133	72	2	15	0	9	0	3	1	3
21,016	July 1, 1885	2	23.10	1	24.64	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

<sup>13</sup> On trains 1 and 14 clerk does not run beyond Bonckville (24 17 miles).

<sup>14</sup> Double service daily, except Sunday.

<sup>15</sup> Reported last year as Boonville and Versailles, Mo., R. P. O.: increased distance, 84.09 miles.

<sup>16</sup> Trains 181 and 182 run between Versailles and Marshall, Mo.; distance from register to register, 77.62 miles.

<sup>17</sup> Trains 171 and 172 run between Tipton and Lexington, Mo.; distance from register to register, 113.14 miles.

<sup>18</sup> 2.68 miles of route 28032, between Myrick Station (n. o.) and Lexington, Mo., covered by Sedalia and Kansas City, Mo., R. P. O.

<sup>19</sup> Balance of route (67.36 miles), covered by Fergus Falls, Minn., and Milnor, Dak., closed-pouch service. (See Table C.)

<sup>20</sup> 39 miles reported as Florence and Aug. R. P. O.

<sup>21</sup> 85 miles as Fern. and Orlando R. P. O.

<sup>22</sup> 88.50 miles of route 31033, between Kenedy and Corpus Christi, Tex., covered by Kenedy and Corpus Christi R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Washington, D. C., and Charlotte, N. C.	3	382.04	Washington, D. C., Alexandria, Va. (Alex. and Washn.). Alexandria, Lynchburgh, Va. (Rich. and Dan.). Lynchburgh, Danville Junction (n. o.) (Rich. and Dan.). Danville Junction (n. o.), Va., Charlotte, N. C. (Rich. and Dan.).	11018 11002 11016 11038	7.42 168.40 65.72 143.21
Washington, D. C., and Charlotte, N. C. (short run).	3	174.48	Washington, D. C., Alexandria, Va. (Alex. and Washn.). Alexandria, Lynchburgh, Va. (Rich. and Dan.).	11018 11002	( <sup>9</sup> ) ( <sup>4</sup> )
Washington, D. C., and Huntington, W. Va.	3	436.63	Washington, D. C., Alexandria, Va. (Alex. and Washn.). Alexandria, C. and O. Junction (n. o.), Va. (Rich. and Dan.). C. and O. Junction (n. o.), Va., Huntington, W. Va. (C. and O.).	11018 11002 11005	( <sup>9</sup> ) ( <sup>7</sup> ) ( <sup>9</sup> )
Washington and Knoxville, Iowa.	6	77.04	Washington, Knoxville, Iowa (Chi., R. Isl'd and Pac.).	27016	78.78
Washington, D. C., and Round Hill, Va.	3	53.35	Washington, D. C., Alexandria Junction (n. o.), Va. (Alex. and Washn.). Alexandria Junction (n. o.), Round Hill, Va. (Rich. and Dan.).	11018 11004	( <sup>10</sup> ) 50.63
Washington, D. C., and Strasburgh, Va.	3	93.55	Washington, D. C., Alexandria, Va. (Alex. and Washn.). Alexandria, Manassas, Va. (Rich. and Dan.).	11018 11002	( <sup>9</sup> ) ( <sup>11</sup> )
Washington, D. C., and Wilmington, N. C.	3	362.38	Manassas, Strasburgh, Va. (Rich. and Dan.). Washington, D. C., Richmond, Va. (R. F. and P.). Richmond, Petersburg, Va. (R. and P.). Petersburgh, Va., Weldon, N. C. (Petersburgh). Weldon, Wilmington, N. C. (W. and W.).	(part) 11003 11001 11008 11009 13002	62.93 115.99 23.39 64 161.87
Washington, D. C., and Wilmington, N. C. (short run).	3	116.93	Washington, D. C., Richmond, Va. (R. F. and P.).	11001	( <sup>14</sup> )
Watertown and Madison, Wis.	10	38.97	Watertown and Madison, Wis. (Chi., Mil. and St. P.).	25005	38.97
Waycross, Ga., and Chattahoochee, Fla.	4	164.21	Waycross, Ga., Chattahoochee, Fla. (S. F. and W. Rwy.). Thomasville, Climax, Ga. (S. F. and W. Rwy.). Climax, Ga., Chattahoochee, Fla. (S. F. and W. Rwy.).	15018 (part) 15031 (part) 15044	<sup>10</sup> 104.14 28.57 32.17
Wells River and Montpelier, Vt.	1	38.64	Wells River, Montpelier, Vt. (Mont. and W. Riv.).	2012	38.85
Wellsville and Bellaire, Ohio...	5	46.85	Wellsville, Bellaire Ohio (Penna. Co.)...	<sup>2</sup> 1003 (part)	46.50

<sup>1</sup> Two in reserve.<sup>2</sup> Four helpers on train 52, Washington, D. C., to Charlottesville, Va., returning on train 53: 1 chief examiner and 1 assistant examiner, 3 detailed to officesupt. Third Division, R. M. S.; 1 transfer clerk, Charlottesville, Va., 6 on short run, Washington, D. C., to Lynchburgh, Va.<sup>3</sup> 7.42 miles covered by the Washington and Charlotte R. P. O.<sup>4</sup> Shown on through line.<sup>5</sup> 166.40 miles covered by the Washington and Charlotte R. P. O.<sup>6</sup> One in reserve.<sup>7</sup> 107.50 miles covered by the Washington and Charlotte R. P. O.<sup>8</sup> 322.60 miles covered by the Richmond and Huntington R. P. O. One detailed from the Richmond and Huntington R. P. O., and 2 acting clerks.<sup>9</sup> One of these cars in reserve.<sup>10</sup> 4.80 miles covered by the Washington and Charlotte R. P. O.<sup>11</sup> 25.60 miles covered by the Washington and Charlotte R. P. O.<sup>12</sup> Three in reserve.<sup>13</sup> Two helpers, Washington to Petersburg; 6 helpers, Washington to Richmond; 1 helper,

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
196	July 1, 1889	50 16.19	53 20.40	7	278,889	127.34	10 50 0	8 9 0	6 3	352				
21,338	July 1, 1885	50 16.32	51 20.40	7	278,889		10 60 0	9 0 0	6 3					
30,736	July 1, 1889	50 19.02	53 29.98											
30,218	July 1, 1889	50 29.71	51 27.13											
196	July 1, 1889	50 24.64	53 27.19											
21,338	July 1, 1885	50 24.90	51 26.03											
196	July 1, 1889	50 26.20	53 31.55											
21,338	July 1, 1885	50 30.98	51 28.68											
196	July 1, 1889	58 16.32	59 20.40	7	127,370	116.32	2 41 2	8 1	3 2	(4)				
21,338	July 1, 1885	58 27.45	59 27.50											
196	July 1, 1889	56 20.40	57 20.40	7	318,740	143.54	45 20 0	9 0 0	6 1	3				
2,614	July 1, 1889	56 33.07	57 29.58											
703	July 1, 1887	3 29.10	2 31.47	7										
196	July 1, 1889	15 23.03	16 21.96	6	48,634	155.88	42 22 6	9 4	1 1	1				
793	July 1, 1889	141 18	142 18	6	33,290	106.70	42 16 0	6 2	1 1	1				
196	July 1, 1889	141 20.92	142 14.74											
196	July 1, 1889	144 16.32	145 20.40	6	58,375	93.55	1 12 9	6 9	2 1	2				
602	July 1, 1889	144 25.56	145 24.44											
27,577	July 1, 1889	144 20.70	145 20.70	7	264,537	144.95	18 50 0	8 9	5 2	147				
21,100	July 1, 1889	23 26.47	78 26.35	7	264,537				5 2					
19,231	July 1, 1889	27 31.59	14 30.10											
15,606	July 1, 1888	23 29.36	78 28.75											
27,577	July 1, 1889	27 36.30	14 33.65											
1,074	July 1, 1885	23 27.01	78 28.15											
1,074	July 1, 1884	27 34.53	14 31.82											
884	July 1, 1884	23 31.25	78 28.41											
937	July 1, 1888	27 38.33	14 36.44											
908	July 1, 1889	15 26.00	(16) -----	146	36,482	116.93	(17) -----		2 2	(17)				
5,936	July 1, 1888	22 14.43	224 29.06	6	24,317	155.88	1 11 0	7 6	1 1	181				
		22 27.91	208 12.78	6	24,317									
		7 30.3	8 29.7	7	119,873	109.47	2 18 0	9 0 0	3 1	4				
		7 29	8 25.2	7			(17) 1 21 0	9 0 0		(20)				
		7 29	8 25.2	7										
		8 24.12	8 25.46	6	24,111	77.28	1 12 0	6 7	1 1	1				
		35 20.82	38 20.82	246	29,234	93.70	2 19 10	9 0 0	2 1	2				
		37 21	40 23.43	6	29,234									

Washington to Fredericksburgh, 1 chief clerk, Washington, D. C.; 7 detailed to office Gen'l Supt. R. M. S.; 2 detailed to office Supt. Third Div., R. M. S.; 3 transfer clerks, Washington, D. C.; 1 transfer clerk, Richmond, Va.; 1 transfer clerk, Weldon, N. C.; and 4 on short run, Washington to Richmond, 1 acting additional.

<sup>14</sup> 115.90 miles covered by the Washington and Wilmington R. P. O.

<sup>15</sup> Clerks return on train 14.

<sup>16</sup> Half trips.

<sup>17</sup> Cars and clerks shown on through line.

<sup>18</sup> Clerk makes two round trips daily, except Sunday.

<sup>19</sup> 58.92 miles shown as Albany and Thomasville R. P. O.

<sup>20</sup> One helper.

<sup>21</sup> One reserve car.

<sup>22</sup> 9.40 miles (Climax to Bainbridge, closed pouch service. (See Table C.)

<sup>23</sup> Balance of route (48.20 miles) covered by Cleveland and Pittsburgh R. P. O.

<sup>24</sup> Clerks make two round trips daily, except Sunday.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Wellsville, N. Y., and Bradford, Pa.	2	56.65	Wellsville, N. Y., Eldred, Pa. (B. E. and C.).	6049	33.18
			Eldred, Kinzua Junction, Pa. (B. B. and K.).	8133	14.25
			Kinzua Junction, Bradford, Pa. (B. B. and K.).	8132	216.31
Wendover and Cheyenne, Wyo.	6	123.67	Wendover, Cheyenne, Wyo. (Chey. and North.).	(part) 37002	123.21
West Lebanon, Ind., and Rantoul, Ill.	6	41.82	West Lebanon, Ind., Rantoul, Ill. (Illinois Central).	423058	41.82
West Liberty and Council Bluffs, Iowa.	6	279.36	West Liberty, Union Pacific Transfer, Iowa (Chi., R. Isl'd and Pac.).	(part) 427014	279.16
West Point and Richmond, Va.	3	39.07	West Point, Richmond, Va. (Rich. and Dan.).	(part) 11907	38.72
West Point and Yokum, Tex.	11	50.20	West Point, Yokum, Tex. (S. A. and A. P.).	31062	50.20
West Winsted and Bridgeport, Conn.	1	62.22	Winsted, Bridgeport, Conn. (Naug.).	5011	62.29
Wheeling and Huntington, W. Va.	3	215.92	Wheeling, Point Pleasant, W. Va. (Ohio River).	12013	172.29
			Point Pleasant, Huntington, W. Va. (Ohio River).	12020	43.32
White Heath and Decatur, Ill.	6	29.70	White Heath, Decatur, Ill. (Ill. Central).	23077	31.98
Whiting and Tuckerton, N. J.	2	29.48	Whiting, Tuckerton, N. J. (Tuckerton).	7032	29.70
Wichita and Kiowa, Kans.	7	85.85	Wichita, Anthony, Kans. (Fr. S. W. and W.).	1433036	56.40
			Anthony, Kiowa, Kans. (Fr. S. W. and W.).	(part) 33073	30.43
Wichita and Mullinville, Kans.	7	121.58	Wichita, Kingman, Kans. (W. and W.).	33042	46.10
			Kingman, Mullinville, Kans. (K. P. and W.).	33062	75.73
Wildwood and Plant City, Fla.	4	65.80	Wildwood, Plant City, Fla. (Fla. Cent. and Pen. R. R.).	16019	65.80
Wilkes Barre and Pottsville, Pa.	2	81.30	Wilkesbarre, Rock Glen Junction, Pa. (Penna.).	8174	39.58
			Rock Glen Junction, Sugar Loaf, Pa. (Penna.).	8015	(14)
			Sugar Loaf, Hazleton, Pa. (L. V.).	(part) 8016	(16)
			Hazleton, New Boston, Pa. (L. V.).	(part) 8169	18.66
			New Boston, Pottsville, Pa. (Penna.).	8175	10.21
Williamsburgh, Mass., and New Haven, Conn.	1	85.59	Williamsburgh, Mass., New Haven, Conn. (N. Y., N. H. and Hart., Northamp. Div.).	3010	85.52
Williamsport, Pa., and Baltimore, Md.	2	179.83	Williamsport, Sunbury, Pa. (No. Central).	8006	40.96
			Sunbury, Pa., Baltimore, Md. (No. Central).	10002	138.01
		86.22	Harrisburg, Pa., Baltimore, Md. (No. Central).	10002	(18)
Williamsport and Erie, Pa.	2	249.68	Williamsport, Erie (Penna.).	(part) 8022	248.75
		119.48	Ridgway, Erie, Pa. (Penna.).	8022	(19)
Williamsport and Gazzam, Pa.	2	127.34	Williamsport, Jersey Shore, Pa. (Beech Creek).	(part) 8150	(20)
			Jersey Shore, Gazzam, Pa. (Beech Creek).	(part) 8112	116.01
Williamsport and Port Clinton, Pa.	2	121.77	Williamsport, Port Clinton, Pa. (P. and R.).	8014	122.67

<sup>1</sup> In reserve.<sup>2</sup> Cars and clerks shown on route 6049.<sup>3</sup> 15.84 miles covered by closed-pouch service. (See Table C.)<sup>4</sup> Balance of route, Rantoul to Le Roy, Ill. (33.17 miles), covered by closed pouches. (See Table C.)<sup>5</sup> Reserve.<sup>6</sup> Balance of route (38.87 miles) covered by Chicago, Ill., and West Liberty, Iowa, R. P. O.<sup>7</sup> Cars run through between Chicago, Ill., and Union Pacific Transfer, Iowa. (See Chicago, Ill., and West Liberty, Iowa, R. P. O.)<sup>8</sup> One clerk detailed to transfer duty at Des Moines, Iowa.<sup>9</sup> One clerk detailed as a relief on this line and on New Haven and New York R. P. O.<sup>10</sup> Reserve car.<sup>11</sup> Three helpers, Wheeling to Point Pleasant (173 miles).



in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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. In.</i>	<i>Ft. In.</i>			
440	July 1, 1889	2	17.85	3	17.85	6	35,350	113.30	1	9 7	6 11	1	1	1
462	July 1, 1889	2	12.08	3	11.27	6	.....	.....	(7)	9 10	6 11	(7)		
268	July 1, 1889	2	16.23	3	14.20	6	.....	.....	(7)	.....	.....	(7)		
499	July 1, 1889	102	17.57	101	18.92	6	77,170	247.34	1	12 0	7 7	1	1	1
183	July 1, 1887	1	9.65	2	9.83	6	26,095	83.64	1	8 0	8 11	1	1	1
6,186	July 1, 1887	3	24.26	4	23.32	7	203,933	139.68	(7)	9 0	9 0	4	2	17
729	July 1, 1889	50	19.15	51	20.89	6	24,380	78.14	1	10 6	6 8	1	1	1
125	July 1, 1889	32	9.82	31	9.82	6	31,324	106.40	1	10 0	7 0	1	1	1
1,857	July 1, 1885	305	23.15	310	23.44	6	38,825	93.33	1	15 1	6 10	1	1	3
		315	24.53	316	23.15	6	38,825	.....	1	15 1	6 10	1	1	
1,548	July 1, 1889	1	22.34	2	25.66	6	184,734	107.96	(10)	15 4	6 9	4	1	17
									2	15 9	8 6			
									1	5 10	5 3			
315	July 1, 1887	3	13.29	4	14.18	6	18,333	59.40	1	6 10	4 0	1	1	1
342	July 1, 1889	16	27.18	7	28.06	6	118,396	117.92	1	7 0	6 0	1	1	1
		26	31.06	17	27.18	6	18,396	.....						
722	July 1, 1886	451	24.20	452	24.20	7	62,671	128.31	1	16 4	6 10	1	1	1
422	July 1, 1888	451	21.48	452	22.82	7								
843	July 1, 1886	1	22.13	2	25.15	7	88,753	121.58	1	17 0	7 4	2	1	2
592	July 1, 1888	1	18.95	2	18.95	7								
212	July 1, 1889	31	11	30	13.8	6	41,592	131.60	1	11 3	6 9	1	1	1
									17	15 1	6 9			
261	July 1, 1889	494	24.99	491	25.81	6	50,731	162.60	1	10 6	4 8	1	1	1
									1	9 0	6 0			
242	July 1, 1885	494	24	491	21.50	6	.....	.....	(18)	.....	.....	(18)		
645	July 1, 1885	494	24	491	23.50	6	.....	.....	(7)	.....	.....	(7)		
352	July 1, 1889	494	18.06	491	21.67	6	.....	.....	(19)	.....	.....	(19)		
355	July 1, 1889	494	17.50	491	22.68	6	.....	.....	(19)	.....	.....	(19)		
1,539	July 1, 1885	653	25.41	620	26.34	6	53,408	114.12	1	15 4	6 7	3	1	3
		655	26.48	621	28.75	6	53,408	.....	1	14 10	6 10			
									1	9 9	6 7			
									(10)	10 0	6 8			
13,980	July 1, 1889	4	28.91	3	24.58	6	112,214	119.89	2	40 0	5 4	3	4	216
11,371	July 1, 1885	4	24.71	3	23.65	6	.....	.....	(22)	40 0	8 4			
18,730	July 1, 1889	12	23.71	15	26.85	6	53,801	86.22	2	20 0	9 0	2	1	
									1	15 6	8 7			
2,948	July 1, 1889	3	32.01	4	24.90	6	155,800	124.84	2	20 0	9 2	4	1	6
2,948	July 1, 1889	17	23.50	18	26.55	6	74,552	119.48	2	15 0	8 0	2	1	
750	July 1, 1889	10	22.33	20	19.20	6	79,460	141.34	1	7 6	6 6	2	1	2
									1	7 6	6 6			
280	July 1, 1889	19	22.26	20	25.20	6								
408	July 1, 1889	4	22.25	1	21.70	6	75,984	121.77	2	15 0	8 4	2	1	2

<sup>19</sup> Double service, daily, except Sunday.<sup>12</sup> Reported last year as Ft. Scott and Kiowa, Kans., R. P. O. Decreased distance, 158.02 miles.<sup>14</sup> 158.02 miles distance on route 33093, between Ft. Scott and Wichita, Kans., covered by the Ft. Scott and Kanopolis, Kans., R. P. O.<sup>15</sup> Clerk alternates with one clerk of Ellsworth and Wichita, Kans., R. P. O.<sup>16</sup> Acting clerk.<sup>17</sup> One reserve car.<sup>18</sup> Six miles covered by Hazleton and Sunbury, R. P. O.<sup>19</sup> Cars and clerk shown on route 8174.<sup>20</sup> Eight miles covered by Hazleton and Sunbury R. P. O.<sup>21</sup> One clerk detailed as transfer clerk at Williamsport, Pa.; one helper, including two Harrisburg and Baltimore R. P. O. clerks.<sup>22</sup> Cars and clerks shown on route 8066.<sup>23</sup> 84.60 miles covered by Williamsport and Baltimore R. P. O.<sup>24</sup> One car in reserve.<sup>25</sup> 119.48 miles covered by Williamsport and Erie R. P. O.<sup>26</sup> 15.80 miles covered by Gettysburg and Williamsport R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Williamston and Rocky Mount, N. C.	3	<i>Meas.</i> 50.46	Williamston, Tarborough, N. C. (All. and Raleigh). Tarborough, Rocky Mount, N. C. (W. and W.).	13020 13015	33.53 17.97
Willimantic and New Haven, Conn.	1	54.69	Willimantic, New Haven, Conn. (N. Y., N. H. and Hart., Air Line Div.).	5014	54.66
Wilmington, N. C., and Jacksonville, Fla.	4	494.14	Wilmington, N. C., Florence, S. C. (W., C. and A. R. R.). Florence, Charleston, S. C. (N. E. of S. C. R. R.). Charleston, S. C., Savannah, Ga. (Char. and Sav. Rwy.). Savannah, Ga., Jacksonville, Fla. (Sav., Fla. and West. Rwy.).	14002 (part) 14005 14004 15009	710.17 102.44 115 171.56
Wilmington, Del., and Landenburgh, Pa.	2	20.38	Wilmington, Del., Landenburgh, Pa. (B. and O.).	9505	19.48
Wilmington and Rutherfordton, N. C.	3	268.70	Wilmington, Charlotte, N. C. (Car. Central). Charlotte, Rutherfordton, N. C. (Car. Central).	13003 13008	188.07 81.80
Wilson and Fayetteville, N. C.	3	74.44	Wilson, Fayetteville, N. C. (W. and W.).	13027	74.58
Winchendon and Palmer, Mass.	1	49.94	Winchendon, Palmer, Mass. (Boe. and Albany.).	3030	.....
Winchendon and Worcester, Mass.	1	28.05	Winchendon, Worcester, Mass. (Fitch., Wor. Div.).	3057	( <sup>12</sup> )
Winfield and Larned, Kans.	7	148.72	Winfield, Belle Plaine, Kans. (D., M. and A.). Belle Plaine, Larned, Kans. (D., M. and A.).	<sup>10</sup> 33056 (part) 33058	21.05 128.67
Winona and Tracy, Minn.	10	229.43	Winona, St. Peter, Minn. (Win. and St. Peter). St. Peter, Tracy, Minn. (Win. and St. Peter).	26015 <sup>10</sup> 26014 (part)	139.81 91.23
Worcester, Mass., and Norwich, Conn.	1	59.72	Worcester, Mass., Norwich, Conn. (N. Y. and N. Eng., Nor. Div.).	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 Mitchell, Dak.	10	135.31	Worthington, Minn., Salem, Dak. (Chi., St. P., Minn. and Om.). Salem, Mitchell, Dak. (Chi., St. P., Minn. and Om.).	26020 35036	101.57 53.10
Yates Center and Sedan, Kans.	7	76.59	Yates Center, Sidell, Kans. (V. V., I. and W.). Sidell, Peru, Kans. (L. and C. V. A. L.). Peru, Sedan, Kans. (D., M. and A.).	33063 (part) 33078 33056 (part)	( <sup>13</sup> ) 52.91 ( <sup>14</sup> )
Yates City and Rushville, Ill.	6	63.95	Yates City, Rushville, Ill. (Chi., Bur. and Qcy.).	23008	63.27
York and Peach Bottom, Pa.	2	40.67	York, Peach Bottom, Pa. (X. and P. B.).	8092	40.59
Ypsilanti and Hillsdale, Mich.	9	62.14	Ypsilanti, Hillsdale, Mich. (L. S. and M. S.).	24024	61.51
Zanesville and Columbus, Ohio	5	68.55	Zanesville, Columbus, Ohio (Col. and East.).	21069	68.66
Zanesville and Marietta, Ohio	5	74.59	Zanesville, Marietta, Ohio (Zanes. and Ohio Riv.).	21100	74.79

<sup>1</sup> Sunday trip.<sup>2</sup> Eighty-three miles of road covered by Flor. and Aug. R. P. O.<sup>3</sup> West India mail on trains 14 and 27; clerk running through Wilmington to Jacksonville.<sup>4</sup> Five reserve cars.<sup>5</sup> Three helpers; 1 chief clerk, Charleston; 1 chief clerk, Jacksonville; 1 transfer clerk, Charleston; 1 transfer clerk, Jacksonville; 1 transfer clerk, Yemassee; 1 assistant chief clerk, Charleston.<sup>6</sup> North Division, on trains 23 and 78.<sup>7</sup> Three reserve cars.<sup>8</sup> South Division, on trains 35-5 and 6 66.<sup>9</sup> One car in reserve.<sup>10</sup> This line was discontinued January 13, 1889.

Clerk shown in column 17, Boston and Northampton R. P. O.

<sup>11</sup> Reserve car.<sup>12</sup> Covered by Peterboro' and Worcester R. P. O. (37.67 miles).<sup>13</sup> The cars used on this line are also used on Peterboro' and Worcester R. P. O., shown in column 14, that line.<sup>14</sup> One clerk detailed as transfer clerk at Worcester, Mass.<sup>15</sup> Reported last year as Chetopa and Larned, Kans., R. P. O.; decreased distance, 125.16 miles.<sup>16</sup> 104.61 miles of route 33056, between Chetopa and Dexter, Kans., covered by Nevada, Mo., and Arkansas City, Kans., R. P. O.; and 70.54

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	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>Do.</i>										<i>Ft.</i>	<i>In.</i>			
809	July 1, 1888	22	15.86	21	14.66	6	36,836	100.92	1	7 0	6 8	1	1	1
609	July 1, 1888	22	15.61	21	15.61	1								
3,481	July 1, 1885	509	28.17	502	27.22	6	34,126	109.38	1	10 8	6 10	1	1	1
8,864	July 1, 1888	27	34.8	14	32.4	7	360,722	164.71	4	49 9	8 10	6	4	40
12,823	July 1, 1888	23	27	78	27.5	7	155,884	142.36	3	44 6	9 0	3	1	( <sup>5</sup> )
11,078	July 1, 1888	27	30.7	14	31.9	7	210,824	144.40	( <sup>7</sup> )	41 7	9 4	4	1	
12,098	July 1, 1888	35	23.5	68	26.1	7			3	42 6	9 5			
		27	35.3	14	33.7	7								
		5	20.4	6	22.6	7								
104	July 1, 1889	201	18.46	228	18.46	6	12,717	40.76	2	7 6	6 10	1	1	1
844	July 1, 1888	41	26.03	38	26.03	6	167,669	134.35	2	16 0	9 0	4	1	4
550	July 1, 1888	5	19.56	6	19.56				1	14 3	9 0			
189	July 1, 1888	51	21.81	50	21.08	6	46,451	148.88	1	10 0	7 0	1	1	1
187	July 1, 1889	460	15.68	453	24.10	6	16,779	99.88	1	10 0	6 0	1	1	( <sup>10</sup> )
1,189	July 1, 1889	505	22.20	508	24.12	6	23,743	76.10	( <sup>11</sup> )	10 0	6 0			
605	July 1, 1888	481	18.94	482	18.04	7	108,566	148.72	2	14 11	8 5	2	1	2
457	July 1, 1888	481	16.78	482	17.16	7								
5,064	July 1, 1887	3	23.53	4	20.51	6	143,164	114.71	1	36 0	9 5	4	1	176
									1	35 5	8 7			
2,385	July 1, 1887	3	26.55	4	27.80									
1,134	July 1, 1889	5	20.66	6	22.50	6	37,265	119.44	1	12 2	7 0	1	1	1
3,019	July 1, 1889	8	26.04	7	22.63	6	27,548	88.28	1	16 4	6 8	1	1	2
		36	22.63	33	26.04	6	27,543	.....	1	16 4	6 8	1	1	
								( <sup>11</sup> )	1	16 7	6 8			
									1	14 6	6 6			
462	July 1, 1887	{ 19	{ 17.79	{ 20	{ 18.45	6	84,433	124.68	1	14 4	7 5	21	1	2
262	Feb. 20, 1888	21	14.90	22	16.84	6	.....	145.34	1	8 9	7 5	21	1	
574	July 1, 1889	481	26.34	482	26.34	7	55,911	120.64	( <sup>14</sup> )			1	1	21
327	July 1, 1888	481	21.16	482	21.16	7								
606	July 1, 1888	481	28.30	482	33.96	7								
922	July 1, 1887	53	27.09	54	24.40	6	39,905	127.90	1	19 4	8 10	1	1	1
368	July 1, 1889	3	15	2	15	6	25,378	81.34	1	8 6	7 0	1	1	1
									21	13 6	7 0			
351	July 1, 1884	153	23.65	154	24.40	6	38,775	124.28	1	8 8	6 9	1	1	1
406	July 1, 1888	53	27.48	52	27.48	6	42,775	137.10	2	13 6	8 6	1	1	1
449	July 1, 1889	73	27	70	27	6	46,544	149.18	3	13 5	8 3	2	1	2
		271	24.84	72	24.84	6	597							

miles of same route, between Dexter and Winfield, Kans., covered by closed-pouch service. (See Table C.)

<sup>17</sup> Two helpers, Winona to Owatonna, Minn.

<sup>18</sup> Balance of route (164.14 miles) covered by Tracy, Minn., and Redfield, Dak., R. P. O.

<sup>19</sup> Reported last year as Worthington, Minn., and Sioux Falls, Dak., R. P. O. Service extended to Mitchell, Dak., December 4, 1888, increasing distance 71.80 miles.

<sup>20</sup> East Division, Worthington, Minn., to Sioux Falls, Dak.

<sup>21</sup> West Division, Sioux Falls to Mitchell, Dak.

<sup>22</sup> 17.55 miles distance on route 33056 covered by Holden, Mo., and Coffeyville, Kans., R. P. O.

<sup>23</sup> Clerk is relieved every third week by the addi-

tional clerk of Fort Scott, Kans., and Webb City, Mo., R. P. O., who alternates between this line, Fort Scott, Kans., and Webb City, Mo., R. P. O., and Arcadia and Cherry Vale, Kans., R. P. O.

<sup>24</sup> Covered by Winfield and Larned, Kans., R. P. O.

<sup>25</sup> 5.66 miles distance on route 33056 covered by Nevada, Mo., and Arkansas City, Kans., R. P. O.

<sup>26</sup> In reserve.

<sup>27</sup> Zanesville and Waterford R. P. O. extended to Marietta, Ohio, increasing distance 20.14 miles, June 11, 1888.

<sup>28</sup> June 26, 1889, additional R. P. O. service placed on trains Nos. 71 and 72.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation  
RECAPITULATION.

Division,	Number of railway post-office lines.	Number of crews.	Number of railway clerks at work on lines.	Whole number of railway postal clerks appointed to railway lines.	Distance in miles run by clerks from register to register.	Miles of railroad routes paid for by Department over which clerks run.
First.....	75	188	378	421	7,345.49	5,173.58
Second.....	153	336	571	647	14,130.92	12,158.48
Third.....	59	174	253	306	7,907.92	6,456.73
Fourth.....	90	271	351	388	13,246.75	12,546.80
Fifth.....	141	441	808	868	21,438.55	17,432.12
Sixth.....	161	438	724	783	23,577.71	22,141.34
Seventh.....	108	333	523	568	17,519.09	16,993.53
Eighth.....	37	126	156	165	8,019.15	7,720.63
Ninth.....	51	173	503	549	7,426.91	6,535.88
Tenth.....	93	286	404	425	16,037.32	14,917.98
Eleventh.....	61	200	266	277	11,321.43	11,033.36
Total.....	1,039	2,965	4,947	5,397	147,970.94	133,110.43
Total as per report for fiscal year ended June 30, 1888.....	992	2,781	4,641	*5,048	141,368.64	126,310.73
Increase.....	47	184	306	349	6,602.30	6,799.70

\* Including eight vacancies existing on June 30, 1888.

Total miles of railroad routes (including distances from depots to post-offices).....	147,970.91
Total miles of railroad routes over which railway postal clerks run.....	133,110.43
Total miles of railroad routes upon which there is no railroad service by clerks.....	17,271.10
Total annual miles of service by railway postal clerks (by crews).....	124,021,033
Total annual miles of railway service of trains carrying express mail and closed pouches.....	18,166,821

In the United States June 30, 1889—Continued.

## RECAPITULATION.

Annual miles of service performed by crews.	Number of cars and apartments.					Total number of letters and pieces of ordinary mail matter handled, exclusive of mail separated for city delivery.	Total number of registered packages and cases handled.	Total number of 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.			
6,478,890	27	6	115	52	200	481,100,060	1,173,090	85,708
12,505,898	37	22	237	116	412	781,756,350	2,621,478	150,097
6,864,270	37	11	83	15	146	839,414,160	1,014,642	96,134
11,737,089	27	9	146	29	211	517,689,860	1,632,794	94,763
18,514,019	41	8	246	79	374	1,259,480,060	2,029,737	186,769
17,988,545	79	16	211	41	347	956,314,170	1,903,830	103,131
15,827,072	42	18	183	66	309	821,157,120	1,323,093	134,738
6,351,903	19	-----	77	7	103	252,208,750	774,158	40,898
7,145,629	45	-----	74	15	134	688,640,320	901,707	134,837
11,956,887	33	4	163	38	238	552,590,150	1,368,728	51,163
9,151,830	9	-----	145	27	181	876,473,130	1,103,393	52,681
124,021,032	396	94	1,680	485	2,655	7,026,837,130	15,806,550	1,134,918
122,031,104	366	91	1,616	416	2,489	6,528,772,060	16,001,060	1,103,083
1,989,028	30	3	64	69	166	408,063,070	1,134,509	31,835

† Decrease.

Average annual distance run by postal clerks (by crews) .....	41,828
Total number of letters, pieces of ordinary mail, registered packages, through registered pouches and inner registered sacks handled .....	7,043,838,598
Total number of errors in distribution (of all kinds) .....	1,808,825
Average annual number of errors made by each postal clerk .....	866
Average daily miles run by each postal clerk at work on line .....	139.26

TABLE B<sup>b</sup>.—Statement of steam-bout mail service, with postal clerks, in operation

Railroad mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Arkansas City, Ark., and Vicksburg, Miss.	4	29096	Arkansas City, Ark., Vicksburg, Miss.	.....	198.75
Baltimore and Benedict, Md.	3	10098	Baltimore, Benedict, Md.	Henry Williams	123
Baltimore and Crisfield, Md.	3	10095	Baltimore, Crisfield, Md.	Eastern Shore Steam-boat Company.	238.50
Baltimore, Md., and Fitchetts, Va.	3	11099	Baltimore, Md., Fitchetts, Va.	Maryland Steam-boat Company.	188
Baltimore, Md., and Fredericksburgh, Va.	3	11100	Fredericksburgh, Va., Baltimore, Md.	Henry Williams	293.50
Baltimore, Md., and Norfolk, Va.	3	11097	Norfolk, Va., Baltimore, Md.	Baltimore Steam Packet Company.	200
Baltimore and Salisbury, Md.	3	10088	Baltimore, Salisbury, Md.	Maryland Steam-boat Company.	140
Baltimore, Md., and West Point, Va.	3	10086	Baltimore, Md., West Point, Va.	.....	196
Bayou Sara and Baton Rouge, La.	4	30095	Bayou Sara, Baton Rouge, La.	.....	32
Cairo, Ill., and Elmot, Ark.	7	28099	Cairo, Ill., Elmot, Ark.	John A. Scudder	173
Cape Charles and Norfolk, Va.	2	11094	Cape Charles, Norfolk, Va.	New York, Philadelphia and Norfolk R. R. Co.	38
Demopolis and Mobile, Ala.	5	17098	Demopolis, Mobile, Ala.	.....	240
Evansville, Ind., and Paducah, Ky.	3	52009	Evansville, Ind., Paducah, Ky. (Ohio River).	G. J. Grammer	180.41
Faisonla and Vicksburg, Miss.	4	18079	Faisonla, Vicksburg, Miss.	.....	209
Franklin, Va., and Edenton, N. C.	3	13097	Edenton, N. C., Franklin, Va.	Albemarle Steam Navigation Company.	108
Geneva and Watkins, N. Y.	2	6085	Geneva, Watkins, N. Y.	Seneca Lake Steam Navigation Company.	43.50
Golddust and Memphis, Tenn.	11	20099	Golddust, Memphis, Tenn.	James Lee	100.50

in the United States at any time during the year ended on June 30, 1889.

Annual miles of service.	Number of round trips with clerks per week.	Number of steam-boats 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.					
62,407	3	2	8 8	7 8	2	1	85.87	2	Closed-pouch service between Arkansas City and Greenville.
25,584	2	1	13 0	5 0	1	1	82	1	Connects lines centering at Baltimore.
148,824	6	2	9 0	10 0	3	1	159	3	Connects lines centering at Baltimore; service on this route is performed between Baltimore and Crisfield (115 miles) 6 times a week and twice a week the residue of the route (123.50 miles) from May 1 to December 31, and twice a week to Crisfield, and once a week the residue of the route from January 1 to April 5 of each year.
32,104	2	1	10 6	3 0	1	1	125	1	Connects lines centering at Baltimore.
61,048	2	1	9 8	7 6	2	1	97.50	2	Connects lines centering at Baltimore, and the Washington and Wilmington and Fredericksburgh and Orange C. H. R. P. O.'s at Fredericksburgh, Va. Additional service is performed on this route twice per week between Baltimore, Md., and Tappahannock, Va.
134,800	6	1	10 6	7 0	2	1	200	2	Connects lines centering at Baltimore and Norfolk.
43,680	3	1	6 2	10 8	1	1	140	1	Connects lines centering at Baltimore and at Salisbury with the Philadelphia and Crisfield R. P. O.
122,304	6	1	6 8	6 2	2	1	190	2	Connects lines centering at Baltimore and at West Point with the West Point and Richmond R. P. O.
70,096	6	1	7 9	6 2					
63,976	3	5	8 4	7 0	2	1	86.50	2	Connects at Cairo, Ill., with Cairo, Ill., and Poplar Bluff, Mo., R. P. O.; Cairo, Ill., and Texarkana, Ark., R. P. O.; Cairo, Ill., and Mobile, Ala., R. P. O.; Cairo, Ill., and New Orleans, La., R. P. O.; Centralia and Cairo, Ill., R. P. O.; Danville and Cairo, Ill., R. P. O., and Paducah, Ky., and Cairo, Ill., R. P. O. (river line). At Columbus Ky., with St. Louis, Mo., and Columbus, Ky., R. P. O.; at Hickman, Ky., with Nashville, Tenn., and Hickman, Ky., R. P. O., and at Elmot, Ark., with Goldsbut and Memphis, Tenn., R. P. O. (river line).
37,816	7	1	7 7	6 7	1	1	76	1	Connects Peninsular Junction and Cape Charles R. P. O.; Norfolk and Lynnhburgh R. P. O.; Norfolk and Raleigh R. P. O.; Norfolk and Edenton R. P. O.; Norfolk and Richmond R. P. O.; Newport News and Richmond R. P. O.
34,980	1	1	6 0	5 0	1	1	76	1	
62,856	6	2	9 2	6 4	2	1	150.41	2	Makes all connections at Evansville, Ind., Shawneetown, Ill., and Paducah, Ky.; also at Henderson, Ky., with Louisville and Henderson; Henderson and Princeton, and Nashville and St. Louis R. P. O.'s; at Mount Vernon, Ind., with Nashville and St. Louis, and Fort Branch and Mount Vernon R. P. O.'s.
21,808	1	1	( <sup>1</sup> )	.....	( <sup>2</sup> )	1	70	1	<sup>1</sup> Mail carried in cabin.
33,608	3	1	8 2	6 9	1	1	108	1	<sup>2</sup> Officer of boat at nominal salary.
37,144	6	1	8 4	6 4	2	1	87	2	Connects Norfolk and Edenton R. P. O. at Edenton, and Norfolk and Raleigh R. P. O. at Franklin.
33,236	3	1	7 0	6 0	1	1	106.50	1	Connects Syracuse, Auburn and Rochester R. P. O.; Canandaigua and Elmira R. P. O.; New York and Chicago R. P. O.; Geneva and Williamsport R. P. O.; Lyons and Sayre R. P. O.
									Connects at Elmot, Ark., with Cairo, Ill., and Elmot, Ark., R. P. O. (river line); at Memphis, Tenn., with Chattanooga and Memphis, Tenn., R. P. O.; Bowling Green, Ky., and Memphis, Tenn., R. P. O.; Paducah, Ky., and Memphis, Tenn., R. P. O.; Kansas City, Mo., and Memphis, Tenn., R. P. O.; Memphis, Tenn., and Little Rock, Ark., R. P. O.; Memphis, Tenn., and Grenada, Miss., R. P. O.; Memphis, Tenn., and New Orleans, La., R. P. O.; Birmingham, Ala., and Memphis, Tenn., R. P. O.; Memphis, Tenn., and Arkansas City, Ark., R. P. O. (river line); Memphis, Tenn., and Friar's Point, Miss., R. P. O. (river line).

TABLE B<sup>b</sup>.—Statement of steam-boat mail service, with postal clerks, in operation

Railroad mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Greenwood and Vicksburg, Miss.	4	18180	Greenwood and Vicksburg.		242
Jamestown and Mayville, N. Y.	2	7520	Jamestown, Mayville, N. Y.	Chautauqua Lake Steam-boat Company.	21
Louisville, Ky., and Evansville, Ind.	5	20098	Louisville, Ky., Evansville, Ind. (Ohio River).	W. W. Hite .....	217.62
Melbourne and Jupiter, Fla.	4	16074	Melbourne, Jupiter, Fla. ....		86
Memphis, Tenn., and Arkansas City, Ark.	4	29097	Memphis, Tenn., Arkansas City, Ark. ....		252
Memphis, Tenn., and Friar's Point, Miss.	4	29098	Memphis, Tenn., Friar's Point, Miss. ....		111
Natchez, Miss., and Bayou Sara, La.	4	80092	Natchez, Miss., Bayou Sara, La. ....		110
New Orleans and Port Vincent, La.	11	80097	New Orleans, Port Vincent, La. ....		105
Norfolk and Richmond, Va.	8	11089	Norfolk, Richmond, Va. ....	Virginia Steam-boat Company.	150
Paducah, Ky., and Cairo, Ill.	5	20100	Paducah, Ky., Cairo, Ill. (Ohio River).	F. Hopkins .....	50.80
Paducah, Ky., and Florence, Ala.	5	20095	Paducah, Ky., Florence, Ala. (Tennessee River).	H. M. Sweetser .....	390
Palatka and Drayton Island, Fla.	4	16080	Palatka, Drayton Island, Fla. ....		40
Portland and Astoria, Oregon.	8	44100	Portland, Astoria, Oregon.	Oregon Railway and Navigation Company.	120
Portsmouth and Cincinnati, Ohio.	5	21149	Portsmouth, Cincinnati, Ohio (Ohio River).	Cincinnati, Portsmouth, Big Sandy and Pomeroy Packet Company.	128.68
Port Townsend and Seattle, Wash.	8	43099	Seattle, Port Townsend, Wash.	Washington Steam-boat and Transportation Company.	60
Rome, Ga., and Gadsden, Ala.	4	17100	Rome, Ga., Gadsden, Ala. ....		155
Selma and Mobile, Ala. ....	4	17097	Selma, Mobile, Ala. ....		308
Tampa and Ellenton, Fla. ....	4	16086	Tampa, Ellenton, Fla. ....		45



in the United States at any time during the year ended June 30, 1889—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of steam-boats 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.					
23,248	1	1	( <sup>1</sup> )	.....	1	1	80.50	1	<sup>1</sup> Mail carried in the cabin.
4,896	12	1	12 01	9 7	( <sup>1</sup> )	( <sup>2</sup> )	84	( <sup>2</sup> )	<sup>2</sup> Officer of boat at nominal salary.
		1	7 8	5 2					<sup>3</sup> Service for two months only, commencing July 1, 1888.
		1	5 7	5 6					<sup>2</sup> One acting clerk additional.
125,795	6	3	9 3	6 2	3	1	145.08	3	Connects Buffalo and Young R. P. O.; Buffalo and Pittsburgh R. P. O.
									Makes all connections at Louisville, Ky., and Evansville, Ind.; at West Point, Ky., with Louisville and Paducah R. P. O.; at Rockport, Ind., with branch of L. E. and St. L. R. R.; at Cannelton, Ind., with branch of L. E. and St. L. R. R., and at Owensborough, Ky., with Owensborough and Russellville and Louisville and Henderson R. P. O's.
27,004	3	1	7 4	4 0	1	1	86	1	
52,530	2	1	6 0	6 0	1	1	162.33	1	
24,632	3	1	7 9	6 6	1	1	111	1	
34,540	3	1	7 9	6 6	1	1	110	1	
21,840	2	1	( <sup>1</sup> )	.....	( <sup>2</sup> )	.....	70	1	<sup>1</sup> Mail carried in cabin.
46,800	3	1	9 8	3 2	1	1	150	1	<sup>2</sup> Nominal salary to officer of the boat.
15,970	6	1	6 0	6 0	1	1	101.72	1	Connects at Norfolk and Richmond with lines centering at those points.
62,400	2	4	5 6	5 6	2	1	100	2	<sup>1</sup> Makes all connections at Paducah, Ky., and Cairo, Ill.
									Service discontinued December 31, 1888.
24,900	6	1	7 0	10 0	1	1	80	1	Connects at Paducah, Ky., with all lines; at Danville, Tenn., with Bowling Green and Memphis R. P. O.; at Johnsonville, Tenn., with Nashville and Hickman R. P. O.; at Perryville, Tenn., with Perryville and Memphis R. P. O.; at Florence, Ala., with branch of Memphis and Charleston R. R.
51,496	6	2	14 0	6 6	2	1	101	2	<sup>2</sup> Two boats in reserve.
3,952	.....	.....	8 0	8 3					<sup>2</sup> Nominal salaries to officers of boats.
25,862	6	1	8 0	6 0	2	1	97.08	2	Eighty-two miles of route 6 times per week; additional offices supplied 3 times per week; increases distance 38 miles. Connects at Portland with Spokane Falls and Portland, Huntington, and Portland, Portland and Coburg, and Portland and Corvallis R. P. O's.
		1	6 6	6 3					Previous to October 21, 1888, 1 clerk made three round trips per week between Portsmouth and Cincinnati, Ohio, and 1 clerk three round trips between Maysville, Ky., and Cincinnati, Ohio (65.50 miles); also three round trips per week between Portsmouth and Cincinnati, Ohio, by closed pouches. They also made all connections at Portsmouth, Ohio, Maysville, Ky., and Cincinnati, Ohio.
37,440	6	2	14 0	7 0	2	1	60	2	October 21, 1888, route curtailed to begin at Augusta, Ky., decreasing distance 78.50 miles; connected at Augusta, Ky., with Ashland and Augusta R. P. O., and at Cincinnati with all diverging lines.
32,240	2	1	7 0	5 0	1	1	103.33	1	January 14, 1889, service discontinued.
64,064	2	2	6 0	6 0	2	1	102.66	2	Connects at Seattle with Seattle and Tacoma R. P. O.; at Port Townsend with Whatcom and Port Townsend R. P. O.
22,080	6	1	( <sup>1</sup> )	.....	1	1	90	1	<sup>1</sup> Mail carried in cabin.

TABLE B<sup>b</sup>.—*Statement of steam-boat mail service, with postal clerks, in operation*

Railroad mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Ticonderoga and Lake George, N. Y.	2	6984	Ticonderoga, Lake George, N. Y.	Champlain Transportation Company.	46
Titusville and Melbourne, Fla.	4	16073	Titusville, Melbourne, Fla.	.....	43
Vicksburg and Natchez, Miss.	4	30091	Vicksburg, Natchez, Miss.	.....	108
Whatcom and Port Townsend, Wash.	8	43097	Port Townsend, Whatcom, Wash.	J. C. Brittain.....	123
Whatcom and Seattle, Wash.	8	43098	Seattle, Whatcom, Wash.	Oregon Railway and Navigation Company.	128

in the United States at any time during the year ended June 30, 1889—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.					
9,707	16	1	9 6	.....	(?)	(?)	80	(?)	<sup>1</sup> Service for 4½ months in summer. <sup>2</sup> One acting clerk additional. Connects Rouse's Point and Albany R. P. O.
26,832	6	1	7 0	6 0	1	1	84	1	
31,200	3	1	8 8	8 6	1	1	100	1	
41,184	3	1	7 10	7 0	1	1	132	1	Connects at Port Townsend with the Port Townsend and Seattle R. P. O.
39,936	3	1	12 6	5 6	1	1	128	1	Connects at Seattle with the Port Townsend and Seattle R. P. O.

## 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	3	3	142.50	69,063	7
Third.....	14	14	14	1,637	645,840	12
Fourth.....	15	17	17	2,171.75	510,589	18
Fifth.....	5	7	7	668.03	333,883	9
Sixth.....						
Seventh.....	1	2	2	173	53,976	5
Eighth.....	4	6	6	440	181,284	6
Ninth.....						
Tenth.....						
Eleventh.....	2	2	2	211.50	55,068	2
Total.....	45	51	51	5,443.78	1,849,703	59
Total as per report for the fiscal year ended June 30, 1888.....	41	54	54	5,972.80	1,767,649	65
Decrease.....	*4	3	3	529.02	*82,054	6

\* Increase.

Total miles of route.....	5,443.78
Total annual miles of service.....	1,849,703
Average annual distance run by crews.....	30,268

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and parts  
June 30,

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.
Aberdeen, Mldon, Miss.....	4	18007	Mldon, Aberdeen, Miss....	Mobile and Ohio R. R.....
Adelphi and Kingston, Ohio....	5	21099	Adelphi, Kingston, Ohio....	Cincinnati, Hocking Valley and Huntington. Central Pacific R. R.....
Alameda and San Francisco, Cal.	8	46026	Alameda, San Francisco, Cal.	
Alamosa and Del Norte, Colo...	7	38011	Alamosa, Del Norte, Colo...	Denver and Rio Grande....
Albia and Centerville, Iowa....	6	27093	Albia, Relay (n. o.), Iowa...	Centerville, Moravia and Albia.
		28015 (part)	Relay (n. o.), Centerville, Iowa.	Keokuk and Western.....
Alden and Eldora Junction, Iowa.	6	27088	Eldora Junction, Alden, Iowa.	Chicago, Iowa and Dakota..
Alderson and Luzerne.....	2	8170	Luzerne, Alderson, Pa.....	Penn'a and N. Y. Central...
Alma and Ithaca, Mich.....	9	24030	East Saginaw, Ithaca, Mich.	Detroit, Lansing and Northern.
Alma and Plainview, N. C.....	3	13017	Alma, Plainview, N. C.....	Alma and Little Rock.....
Alta and Bingham Junction, Utah.	8	41006	Bingham Junction, Alta, Utah.	Denver and Rio Grande R. R.
Alton Junction and Alton, Ill.	5	23061	Alton Junction (n. o.), Chicago and Alton Junction (n. o.), Ill.	Indianapolis and St. Louis..
Altoona and Henrietta, Pa.....	2	8036	Altoona, Henrietta, Pa.....	Penn'a.....
Alvordton and Bryan, Ohio.....	5	21075	Alvordton, Carlisle, Ohio...	Cincinnati, Jackson and Mackinaw.
Americus and Buena Vista, Ga.	4	15047	Americus, Buena Vista, Ga.	Savannah and Western R. R.
Amesbury and Salisbury, Mass.	1	3007	Salisbury, Amesbury, Mass.	Boston and Maine R. R.....
Amory and Aberdeen, Miss....	4	18024	Amory, Aberdeen, Miss....	K. C., Mem. and Birm. R. R.
Angelica and Olean, N. Y.....	2	6059	Olean, Angelica, N. Y.....	Lackawanna and Pittston..
Anglesea and Holly Beach, N. J.	2	7082	Anglesea, Holly Beach, N. J.	West Jersey.....
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	15017	New Haven, Ansonia, Conn.	New Haven and Derby R. R.
Arcata Wharf (n. o.) and Blue Lake, Cal.	8	46052	Arcata Wharf (n. o.), Blue Lake, Cal.	Arcata and Blue Lake R. R.
Argenta and Altheimer, Ark...	11	29026	Argenta, Altheimer, Ark...	St. Louis, Arkansas and Tex. R. R.

of railroads over which no railway post-offices run, in operation during the fiscal year ended 1889.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
9.46	13,811	14	8	July 1, 1888	272	
10.99	0,858	6	12	July 1, 1888	140	
11.26	93,344	69	27	July 1, 1886	231	Ogden, Utah, and San Francisco, Cal., R. P. O., Alameda, Oakland, Berkeley, and West Berkeley exchange. Supplied by initial and terminal offices. Connects at Alamosa, Colo., with Pueblo and Silverton, Colo., R. P. O.
31.85	19,874	6	14	July 1, 1886	219	
24.53	15,307	6	16	July 1, 1887	131	
( <sup>1</sup> )						<sup>1</sup> Distance (2 miles) covered by Keokuk and Humeston, Iowa, R. P. O. Supplied by initial and terminal offices. Connects at Albia, Iowa, with Burlington and Council Bluffs, Iowa, and with Mason City and Albia, Iowa, R. P. O.'s; at Centerville, Iowa, with Davenport, Iowa, and Atchison, Kans., and with Keokuk and Humeston, Iowa, R. P. O.'s, and at Moravia, Iowa, with Cedar Rapids, Iowa, and Kansas City, Mo., R. P. O.
26.42	32,973	12	16	July 1, 1887	163	Supplied by Eldora and Iowa Falls, Iowa, and by Tama and Hawarden, Iowa, R. P. O. Connects at Eldora, Iowa, with Mason City and Albia, Iowa, R. P. O., and at Iowa Falls, Iowa, with Dubuque and Sioux City, Iowa, and Cedar Rapids, Iowa, and Watertown, Dak., R. P. O.'s.
14.06	17,547	12	12	July 1, 1889	70	
7.20	8,086	12	6	July 1, 1884	527	Connects at Alma, Mich., with the East Saginaw and Howard City, R. P. O. Balance of route (38.89 miles) covered by the East Saginaw and Howard City R. P. O.
12.30	7,675	6	4	July 1, 1888	71	Connects Wilmington and Rutherfordton R. P. O. at Alma.
18.32	13,374	7	6	July 1, 1886	30	Supplied by Salt Lake City. Connects at Bingham Junction, Utah, with Denver, Colo., and Ogden, Utah, R. P. O.
4.20	5,242	12	4	July 1, 1887	169	
27.92	53,206	18	42	July 1, 1889	367	
.....	187	6	6	July 1, 1889	465	<sup>2</sup> Commencing July 9, 1888, R. P. O. service covered this whole route. (See Addison and Franklin R. P. O. Table A*.)
20.79	18,588	6	8	July 1, 1888	94	
4.49	12,608	27	28	July 1, 1889	464	Supplied by initial and terminal offices and by Newburyport, Boston, Bangor, and Boston R. P. N., North Conway and Boston R. P. O., and Newburyport and Boston R. P. O.
13.98	10,205	7	4	July 1, 1889	87	
40.69	50,781	12	26	July 1, 1885	130	
3.27	4,081	12	4	July 1, 1889	68	
5.25	6,552	12	8	July 1, 1885	79	
53.90	52,390	6	16	July 1, 1888	103	Twelve times per week between Anniston and Talladega.
13.27	37,262	27	62	July 1, 1889	660	New Haven exchanges pouches with Ansonia, Birmingham, Derby, Orange, Tyler City, Waterbury, Seymour, and West Winsted and Bridgeport R. P. O.'s. Boston, Springfield, and New York R. P. O. with Ansonia, Birmingham, and Derby.
10.60	7,738	7	6	June 21, 1888	128	Supplied by Eureka.
42.95	4,037	6	10			New service; not reported last year. Established May 6, 1889. Connects at Argent, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O., and with the Fort Smith, Ark., and Leland, Miss., R. P. O., and Memphis, Tenn., and Little Rock, Ark., R. P. O.; also connects at Altheimer, Ark., with the Cairo, Ill., and Texarkana, Ark., 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.
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, Wis., and Duluth, Minn.	10	25067	Ashland, Wis., Duluth, Minn.	Northern Pacific .....
Aspen Junction (n. o.) and New Castle, Colo.	7	38039	Aspen Junction (n. o.), New Castle, Colo.	Colorado Midland .....
Atco Junction and Glassborough, N. J.	2	7085	Atco Junction, Glassborough, N. J.	Williamstown .....
Atkins and Bishopville, S. C.	4	14029	Atkins, Bishopville, S. C.	Bishopville R. R. ....
Atlantic and Griswold, Iowa	6	27054	Atlantic, Griswold, Iowa.	Chicago, Rock Island and Pacific.
Atlantic and West Quincy, Mass.	1	3065	Atlantic, West Quincy, Mass.	Old Colony R. R. ....
Atlantic Highlands and Hopping, N. J.	2	7018	Hopping (n. o.), Atlantic Highlands, N. J.	Central R. R. of New Jersey.
Atoka and Lehigh, Ind. Ter.	11	32001	Atoka, Lehigh, Ind. Ter.	Missouri, Kansas and Texas.
Attica and Covington, Ind.	5	22047	Attica, Covington, Ind.	Wabash, St. Louis and 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.	New York, Providence and Boston R. R.
Anburndale Station (n. o.) and Newton Lower Falls, Mass.	1	3027	Anburndale Station (n. o.), 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	27063	Avoca, Carson, Iowa.	Chicago, Rock Island and Pacific.
Balcony Falls and Lexington, Va.	3	11029	Balcony Falls, Lexington, Va.	Chesapeake and Ohio .....
Baldwin and Louisa, La.	11	30015	Baldwin, Louisa, La.	Morgans, Louisiana and Texas (So. Pac.).
Ballston and Schenectady, N. Y.	2	6025	Schenectady, Ballston, N. Y.	Del. and Hud. Canal Co.
Baltimore and Annapolis, Md.	3	10028	Baltimore, Annapolis, Md.	Annapolis and Baltimore Short Line.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
11.52	14,819	14	12	July 1, 1888	318	Ashburnham exchanges pouches with Boston, Boston and Troy R. P. O., and Essex Junction and Boston R. P. O.
2.62	5,723	21	26	July 1, 1889	178	
71.69	52,334	7	16	July 1, 1889	98	New service, established July 30, 1888. Supplied by initial and terminal offices: Chicago, Ill., Abbot'sford, Wis., and Minneapolis, Minn., and Duluth and Brainerd, Minn., R. P. O's. Connects at Iron River, Wis., with Nestoria, Mich., and Iron River, Wis., pouch service, and at Superior and West Superior, Wis., with Duluth, Minn., and Eau Claire, Wis., R. P. O.
35.98	11,062	7	12	July 1, 1889	211	New service, from January 23, 1889. Connects at Aspen Junction (n.o.), Colo., with Leadville and Aspen, Colo., pouch service, and at Glenwood Springs, Colo., with Denver and Aspen, Colo., R. P. O.
17.71	22,100	12	18	July 1, 1889	174	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Griswold, Iowa, with Griswold and Red Oak, Iowa, pouch service, and at Atlantic, Iowa, with Audubon and Atlantic, Iowa, pouch service.
15.79	9,853	6	8	July 1, 1889	37	
15.23	9,497	6	8	July 1, 1887	207	
8.67	6,870	18	18	July 1, 1889	124	Supplied by Boston, Mass.
3.10	4,836	15	6	July 1, 1889	77	Double daily service except Sunday. Connects at Atoka, Ind. Ter., with the Sedalia, Mo., and Denison, Tex., R. P. O.
8.11	10,121	12	8	July 1, 1886	32	
15.78	19,693	12	8	July 1, 1888	54	Providence, R. I., exchanges pouches with Howard, Pontiac, Phoenix, Fiskville, Hope, and South Scituate.
19.62	23,194	21	20	July 1, 1889	299	
7.70	9,600	12	8	July 1, 1889	41	Providence exchanges pouches with Warwick.
2.09	4,564	21	20	July 1, 1889	107	Supplied by initial and terminal offices and Boston, Mass.
26.05	16,255	6	16	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.
26.84	18,630	6	8	Mar. 7, 1887	96	Supplied by initial and terminal offices. Connects at Aurora, Nebr., with Aurora and Arcadia and with Lincoln and Alliance, Nebr., R. P. O's, and at Hastings, Nebr., with Omaha and McCook, Nebr.; Omaha and Hastings, Nebr.; St Joseph, Mo., and Grand Island, Nebr., and with Prosser, Nebr., and Yuma, Kans., R. P. O's, and with Hastings and Red Cloud, Nebr., pouch service.
17.79	11,213	6	10	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.
22.13	27,618	12	30	July 1, 1889	436	Connects Richmond, Lynchburgh, and Clifton Forge R. P. O. at Balcony Falls, and Baltimore and Lexington R. P. O. at Lexington.
15.25	11,132	7	4	July 1, 1886	25	Connects at Baldwin, La., with the New Orleans, La., and Houston, Tex., R. P. O.
15.20	37,939	34	30	July 1, 1889	261	Connects lines centering at Baltimore and Annapolis.
26.23	26,414	9	29	July 1, 1889	160	

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.
Baltimore and South Baltimore, Md.	3	10022	Baltimore, South Baltimore, Md.	Baltimore and Ohio.....
Bangor and Bethlehem, Pa....	2	8046	Bethlehem, Bangor, Pa.....	Central R. R. of New Jersey.
Bangor Junction, Pa., and Brainerd, N. J.	2	8115	Bangor Junction, Pa., Brainerd, N. J.	Bangor and Portland .....
Barnegat City and Barnegat City Junction, N. J.	2	7056	Barnegat City, Barnegat City Junction, N. J.	Penn'a.....
Barnesville and Thomaston, Ga.	4	15019	Barnesville, Thomaston, Ga.	Central R. R. ....
Barstow and Mojave, Cal.....	8 (part.)	46042	Mojave, Barstow, Cal.....	Atlantic and Pacific R. R. ...
Barton and St. Clairsville, Ohio.	5	21097	St. Clairsville, Barton, Ohio.	St. Clairsville and Northern ..
Barkos and Pottstown, Pa....	2	8057	Pottstown, Barkos, Pa.....	Philadelphia and Reading ..
Baton Rouge and Baton Rouge Junction, La.	11	80013	Baton Rouge Junction (n. o.), Baton Rouge, La.	Texas and Pacific .....
Battle Mountain and Austin, Nev.	8	45003	Battle Mountain, Austin, Nev.	Nevada Central R. R. ....
Bayfield and Ashland Junction (n. o.), Wis.	10 (part.)	125028	Hudson, Bayfield, Wis.....	Chi., St. Paul, Minn. and Omaha.
Bayhead Junction and Whiting, N. J.	2	7054	Whiting, Bayhead Junction, N. J.	Penn'a.....
Bay View Junction (n. o.), and Canton Docks (n. o.), Md.	3	10016	Bay View Junction (n. o.), Canton Docks (n. o.), Md.	Philadelphia, Wilmington, and Baltimore.
Beach Tree Junction (n. o.) and Beach Tree, Pa.	2	8178	Beach Tree Junction, Beach Tree, Pa.	Rochester and Pittsburgh ..
Bear Creek and Bear Creek Junction (n. o.), Pa.	2	8181	Bear Creek, Bear Creek, Junction, Pa.	Lehigh Valley.....
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.	11	31045	Beaumont, Sabine Pass, Tex.	Sabine and East Texas (So. Pac.).
Belleville and East St. Louis, Ill.	6	23088	East St. Louis, Belleville, Ill.	Illinois and St. Louis .....
Belleville and Lawrenceburgh, Kans.	7	33044	Lawrenceburgh, Belleville, Kans.	Junction City and Fort Kearney.
Belmont and Jefferson, Ga....	4	15045	Belmont, Jefferson, Ga.....	Gaines, Jefferson and Southern R. R.
Benore and Tyrone, Pa.....	2	8118	Tyrone, Benore, Pa.....	Penn'a.....
Bennington and North Bennington, Vt.	1	2015	Bennington, North Bennington, Vt.	Bennington and Rutland R. R.
Berlin and Garrett, Pa.....	2	8090	Berlin, Garrett, Pa.....	Baltimore and Ohio.....
Berkeley and West Oakland, Cal.	8	46024	West Oakland, Berkeley, Cal.	Central Pacific R. R. ....
Bermuda Hundred and Winterpock, Va.	3	11017	Bermuda Hundred, Winterpock, Va.	Bright Hope.....
Beasemer, Mich., and Mellen, Wis.	10	24071	Beasemer, Mich., Mellen, Wis.	Wisconsin Central.....
Bethel and Hawleyville, Conn.	1	5024	Bethel, Hawleyville, Conn...	Danbury and Norwalk R. R.



parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
9.83	12,268	12	4	July 1, 1889	Pounds. 65	Connects lines centering at Baltimore.
31.48	39,287	12	18	July 1, 1889	240	
4.57	11,407	24	12	July 1, 1889	296	
8.94	11,157	12	6	July 1, 1889	31	
18.35	20,404	12	12	July 1, 1884	149	
71.42	52,137	7	12	July 1, 1886	1,873	Including sacks. Connects at Motone with San Francisco and Los Angeles R. P. O., and at Barstov with Albuquerque N. Mex., and Los Angeles, Cal., R. P. O. (See Table A*) Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O.
4.36	5,441	12	8	July 1, 1888	68	
13.22	20,623	15	20	July 1, 1889	244	
9.50	6,935	7	4	July 1, 1886	108	
93.15	29,063	3	6	July 1, 1886	194	Connects at Battle Mountain, Nev., with Ogden, Utah, and San Francisco, Cal., R. P. O.
21.21	41,911	19	20	July 1, 1887	1,142	Balance of route covered by Ashland, Wis., and St. Paul, Minn., R. P. O. (See Table A*). Connects at Ashland Junction (n. o.), Wis., with Ashland, Wis., and St. Paul, Minn., R. P. O.
28.89	36,055	12	18	July 1, 1889	39	
2.10	1,310	6	2	July 1, 1889	128	Connects New York and Washington R. P. O. at Bay View Junction (n. o.), and Baltimore and Norfolk R. P. O. at Canton Docks (n. o.).
2.25	2,808	12	4	July 1, 1889	58	
5.43	3,388	6	4	July 1, 1889	19	
9.55	13,437	(1)	6	July 1, 1886	81	Trains 14 times a week west and 13 times a week east bound. Trains run into Denver, Colo., direct from Morrison.
31.21	9,737	3	2	July 1, 1886	43	Connects at Beaumont, Tex., with the New Orleans, La., and Houston, Tex., R. P. O., and with the Rockland and Beaumont, Tex., R. P. O.
15.35	11,205	7	2	July 1, 1887	79	Supplied by St. Louis, Mo., and by transfer clerk at East St. Louis, Ill. Connects with all lines centering at East St. Louis, Ill.
17.13	21,378	12	13	July 1, 1886	157	Connects at Belleville, Kans., with Topeka and Bellville, Kans., and St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.'s. Trains run from Belleville to Concordia, Kans., and these connect with Atchison and Lenora, Kans., Lincoln, Nebr., and Concordia, Kans., Concordia and Junction City, Kans., and Superior, Nebr., and Strong, Kans., R. P. O.'s.
12.34	8,311	6	4	July 1, 1888	85	
25.61	31,960	12	20	July 1, 1889	92	
5.07	6,327	12	6	July 1, 1889	3,800	Supplied by initial and terminal offices.
8.43	1,052	12	8	July 1, 1889	94	
5.20	13,637	25	26	July 1, 1886	220	Connects with Ogden, Utah, and San Francisco, Cal., R. P. O. Berkeley exchanges with Alameda, Oakland, and San Francisco.
28.61	17,858	6	6	July 1, 1889	31	Connects Washington and Wilmington R. P. O. at Chester.
83.72	46,500	13	16	July 1, 1889	47	Supplied by initial and terminal offices, and by Ashland and Abbotford, Wis., R. P. O. Connects at Bessemer, Mich., with Ashland and Milwaukee, Wis., R. P. O.
6.08	1,885	6	4	.....	.....	One hundred and fifty-five days, from December 31, 1888. Supplied by initial and terminal offices.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Beulah and Elkader, Iowa.....	6	27023	Beulah, Elkader, Iowa.....	Chicago, Milwaukee and St. Paul.
Big Run and Stewart, Ohio.....	5	121096 (part.)	Marietta, Stewart, Ohio.....	Marietta, Columbus and Northern.
Bingham Junction (n. o.) and Bingham Canyon, Utah.	8	41004	Bingham, Junction (n. o.) Bingham Canyon, Utah.	Denver and Rio Grande Western Rwy.
Birmingham and Oneonta, Ala.	4	17036	Birmingham, Oneonta, Ala.	Birmingham Mineral R. R.
Birmingham and Pratt Mines, Ala.	4	17023	Birmingham, Pratt Mines, Ala.	Tenn. Coal Iron and E. R. Co.
Black Rock and Buffalo, N. Y.	2	6126	Buffalo, Black Rock, N. Y.	N. Y. C. and H. R. R. R.
Blackville and Barnwell, S. C.	4	14019	Blackville, Barnwell, S. C.	South Carolina R. R.
Blanchester and Hillsborough, Ohio.	5	21017	Blanchester, Hillsborough, Ohio.	Cincinnati, Washington and Baltimore.
Bloomfield and Titusville, Pa.	2	8068	Bloomfield, Titusville, Pa.	West'n New York and Penn'a.
Blousesburgh and Hoytville, Pa.	2	8020 (part.)	Elmira, N. Y., Hoytville, Pa.	N. Y., L. E. and Western....
Blue Springs Junction (n. o.) and Smyrna, Fla.	4	16004	J. T. and K. W. Junction (n. o.), Smyrna, Fla.	Atlantic and Western R. R.
Blue Stone Junction (n. o.) and Dubring, W. Va.	3	12016	Blue Stone Junction (n. o.), Dubring, W. Va.	Norfolk and Western.....
Boelus and Nantasket, Nebr.	6	34058	Boelus, Nantasket, Nebr....	Omaha, Niobrara and Black Hills.
Boisé City and Nampa, Idaho	8	42004	Nampa, Boisé City, Idaho..	Idaho Central Rwy.....
Bon Air Coal Mine and Sparta, Tenn.	5	19013 (part.)	Bon Air Coal Mine, Tullahoma, Tenn.	Nashville, Chattanooga and St. Louis.
Bonne Terre and Summit, Mo.	7	28043	Summit, Bonne Terre, Mo..	St. Joe and Dealege .....
Boonville and Myrick Station (n. o.), Mo.	7	28059	Boonville, Myrick Station (n. o.), Mo.	Missouri Pacific .....
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.....	Old Colony R. R. (Providence Division.)
Boston and Waltham, Mass....	1	3072	Boston, Waltham, Mass....	Fitchburg R. R. ....
Boston and Winthrop, Mass..	1	3078	Boston, Winthrop, Mass....	Boston, Revere Beach and Lynn R. R. Co.
Bottineau and Rugby, Dak....	10	35030	Bottineau, Rugby, Dak....	St. P., Minn. and Manitoba,
Boundary Line (n. o.) and Junction (n. o.), Minn.	10	26035	Junction, Boundary Line, Minn.	St. P., Minn., and Manitoba.
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 Rwy..
Bowling Green and Tontogany, Ohio.	5	21070	Tontogany, Bowling Green, Ohio.	Bowling Green.....
Bradford Junction and Salamanca, N. Y.	2	6102 (part)	Rochester, Salamanca, N. Y.	Buffalo, Rochester, and Pittsburgh.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
19.53	12,180	6	20	July 1, 1887	<i>Pounds.</i> 162	Supplied by initial and terminal offices, and by St. Paul, Minn., and McGregor, Iowa, R. P. O.
4.86	2,100	6	2	July 1, 1888	380	<sup>1</sup> Balance of route, Marietta to Big Run, distance 25.04 miles, covered by Marietta and Sharpsburgh R. P. O. (See Table A <sup>o</sup> .) October 22, 1888, Marietta and Sharpsburgh R. P. O. was extended from Big Run to Stewart, Ohio, omitting that part of route between Big Run and Sharpsburgh, Ohio, and making it a separate route under number of 21064.
17.33	12,651	7	4	July 1, 1886	64	Supplied by Salt Lake City.
36.68	22,888	6	14			
6.80	8,486	12	4	July 1, 1888	94	
4.89	4,296	9	16	July 1, 1889	210	
9.64	12,068	12	4	July 1, 1888	182	
21.92	27,356	12	26	July 1, 1888	564	
10.49	6,546	6	10	July 1, 1889	59	
<sup>1</sup> 15.59	9,723	6	6	July 1, 1886	700	<sup>1</sup> Balance of route (49.85 miles) covered by Elmira and Blossburgh R. P. O. (See Table A <sup>o</sup> .)
28.00	35,056	12	10	July 1, 1888	129	
9.42	5,878	6	8	July 1, 1886	88	Connects Lynchburgh and Pocahontas R. P. O. at Blue Stone Junction (n. o.).
9.74	6,078	6	4	July 1, 1889	14	Supplied by Loup City and Grand Island, Nebr., R. P. O.
26.60	12,484	7	8	June 28, 1888	487	Connects at Nampa, Idaho, with Green River, Wyo., and Huntington, Oregon, and Silver City, and Boise City. Exchange.
6.55	629	6	2	July 1, 1888	487	<sup>1</sup> Balance of route covered by Sparta and Tullahoma R. P. O., 61.11 miles. (See Table A <sup>o</sup> .) On May 6, 1889, route 19013, Sparta to Tullahoma, Tenn. (61.11 miles), extended to Bon Air Coal Min., Tenn., increasing distance 6.55 miles.
13.20	32,947	24	8	July 1, 1887	128	Connects at Summit, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O., and St. Louis, Mo., and Texarkana, Ark., R. P. O.
( <sup>1</sup> )	15,366	7	20	July 1, 1889	373	<sup>1</sup> Covered by Versailles and Lexington, Mo., R. P. O. (See Table A <sup>o</sup> .)
						<sup>2</sup> Closed pouch service, Marshall to Myrick Station (n. o.), Mo. (47.82 miles), July 1 to October 21, 1888, and Boonville to Myrick Station (n. o.), Mo., October 22 to November 18, 1888. Boonville and Lexington, Mo., R. P. O. from November 19, 1888.
9.14	25,665	27	89	July 1, 1889	1,142	Supplied by Boston, Mass.
9.75	18,252	18	51	July 1, 1880	627	Boston exchanges pouches with Jamaica Plain, Roslindale, West Roxbury, and Dedham.
11.05	20,685	18	24	July 1, 1889	316	Waltham exchanges pouches with Watertown, Boston, Boston, and Troy R. P. O. Boston exchanges with Watertown.
5	9,360	18	6	July 1, 1889	232	Supplied by initial and terminal offices.
38.10	11,897	8	10	July 1, 1888	132	Supplied by initial and terminal offices. Connects at Rugby, Dak., with Barnesville, Minn., and Minot, Dak., R. P. O.
2.15	-----	-----	-----	-----	-----	No service. Last year Boundary Line (n. o.) and St. Paul, Minn., R. P. O. ran over this route.
13.05	8,143	6	14	July 1, 1886	116	Connects at Boulder, Colo., with Greeley and Denver, Colo., R. P. O., and Brighton and Boulder, Colo., pouch service.
8.14	11,032	13	12	July 1, 1886	66	Connects with San Francisco and Santa Cruz R. P. O.
6.42	12,580	18	8	July 1, 1888	224	
<sup>1</sup> 1.33	1,660	12	6	July 1, 1889	931	<sup>1</sup> Balance of route (107.90 miles) covered by Rochester and Punxsutawney R. P. O. (See table A <sup>o</sup> .)

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
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 Markesan, Wis.	10	25055	Brundou, Markesan, Wis.	Chl., Mil. and St. Paul. ....
Brandywine and Mechanicsville, Md.	3	10025	Brandywine, Mechanicsville, Md.	Washington and Potomac ..
Brazil and Saline City, Ind.	5	22053	Brazil, Saline City, Ind.	Evansville and Indianapolis
Breadyville and Abington Station, Pa.	2	8109	Abington Station, Breadyville, Pa.	Philadelphia and Reading..
Bremo Bluff and Arvonja, Va.	3	11041	Bremo Bluff, Arvonja, Va.	Chesapeake and Ohio. ....
Bridgeport and Exton, Pa.	2	8007	Bridgeport, Exton, Pa.	Philadelphia and Reading..
Bridgeton and Bridgeton Junction (n. o.), Me.	1	22	Bridgeton Junction (n. o.), Bridgeton, Me.	Bridgeton and Saco River R. R.
Brighton and Boulder, Colo.	7	38002	Brighton, Boulder, Colo.	Denver and Boulder Valley.
Brisbin and Goose Run Junction, Pa.	2	8120	Brisbin, Goose Run Junction, Pa.	Pennsylvania. ....
Bristol and Franklin, N. H.	1	1020	Franklin, Bristol, N. H.	Boston and Maine R. R., Lowell System Northern R. R.
Brookfield Junction (n. o.), and Danbury, Conn.	1	5022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R. ....
Brownwood and Bollinger's Mills, Mo.	7	28065	Brownwood, Bollinger's Mills, Mo.	Cape Girardeau Southwestern.
Bucklin and Dodge City, Kans.	7	33092	Bucklin, Dodge City, Kans.	Chicago, Rock Island and Pacific.
Burke and Cœur d'Alene, Idaho	8	42908	Cœur d'Alene, Burke, Idaho.	Cœur d'Alene Rwy. and Nav. Co.
Burlington and Lumberton, N. J.	2	7007	Burlington, Lumberton, N. J.	Penna. (Amboy Div.) ....
Bustleton R. R. Station and Holmesburgh Junction, Pa.	2	8161	Holmesburgh Junction, Bustleton R. R. Station.	Penna. ....
Buzzard's Bay and Wood's Holl, Mass.	1	3045	Buzzard's Bay, Wood's Holl, Mass.	Old Colony R. R. ....
Cades and St. Martinsville, La.	11	30012	Cades, St. Martinsville, La.	Morgans, Louisiana and Texas (So. Pac.).
Calais and Princeton, Me.	1	17	Calais, Princeton, Me.	St. Croix and Penobscot R. R.
Calamine and Platteville, Wis.	10	25021	Calamine, Platteville, Wis.	Chl., Mil. and St. Paul. ....
Calumet and Houghton, Mich.	10	24067	Houghton, Calumet, Mich.	Mineral Range. ....
Calverton and Warrenton, Va.	3	11024	Calverton, Warrenton, Va.	Richmond and Danville ....
Cameron and Carthage, N. C.	3	13036	Cameron, Carthage, N. C.	Carthage. ....
Cameron and Kansas City, Mo.	7	28060	Cameron, Kansas City, Mo.	Chicago, Rock Island and Pacific.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
32.20	46,185	12	88	July 1, 1889	<i>Pounds.</i> 549	Supplied by Boston, Mass.
11.01	7,432	6	10	July 1, 1887	131	Supplied by Brandon, Wis., and by Oakkosh and Milwaukee, Wis., R. P. O.
20.30	12,067	6	28	July 1, 1889	330	Connects Bowie and Popes Creek R. P. O. at Brandywine.
12.31	7,681	6	16	July 1, 1889	92	
9.63	12,268	12	14	July 1, 1889	253	
4.08	3,076	6	2	July 1, 1889	18	Connects Richmond, Lynchburgh, and Clifton Forge R. P. O. at Brems Bluff.
16.03	21,129	12	20	July 1, 1889	98	
16.30	20,342	12	18	July 1, 1889	306	Portland and Swanton R. P. O. exchanges pouches with Sandy Creek, Bridgeton, North Bridgeton, and Harrison.
28.12	20,528	7	18	July 1, 1886	274	Trains are run from Denver, Colo.; connects at Boulder, Colo., with Greeley and Denver, Colo., R. P. O., and Boulder and Sunset pouch service, and at Erie and Canfield, Colo., with Lyons and Denver, Colo., pouch service.
1.04	649	6	2	July 1, 1889	61	
13.13	16,396	12	24	July 1, 1889	319	Supplied by initial and terminal offices St. Albans and Boston R. P. O., Claremont and Boston R. P. O., and Concord, N. H.
6.30	17,696	27	16	July 1, 1889	263	Danbury exchanges with Pittsfield and Bridgeport R. P. O.
8.63	5,385	6	4	July 1, 1889	36	Connects at Brownwood, Mo., with Cape Girardeau and Hunter (n. o.), Mo., R. P. O.
26.55	14,868	14	12	July 1, 1889	144	Covered last year and from July 1, 1888, to Feb. 10, 1889, by Herington and Dodge City, Kans., R. P. O. Connects at Bucklin, Kans., with Pratt and Liberal, Kans., R. P. O., and at Dodge City, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Dodge City and Montezuma, Kans., pouch service.
90.16	61,876	6	33	July 1, 1889	434	Supplied by Spokane Falls, Wash., and Portland, Oregon, R. P. O., and Spokane Falls, and exchanges with initial and terminal offices.
10.42	12,804	12	4	July 1, 1889	134	
4.04	6,302	15	6	July 1, 1889	175	
17.83	22,252	12	32	July 1, 1889	563	Boston and Wellfleet R. P. O. exchanges pouches with Monument Beach, Pocasset, Cataumet, North Falmouth, West Falmouth, East Falmouth, Wood's Holl, Cottage City, Edgartown, Waquoit, Vineyard Haven, Nantucket, and Siasconnet.
7.06	10,307	14	4	July 1, 1886	83	Connects at Cades, La., with New Orleans, La., and Houston, Tex., R. P. O.
21.28	13,279	6	8	July 1, 1889	135	Calais exchanges pouches with Baring, Princeton, and Milfown. Princeton exchanges with Baring.
18.74	35,081	18	26	July 1, 1887	282	Supplied by initial and terminal offices, and by Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Platteville, Wis., with Montfort, Wis., and Galena, Ill., R. P. O.
15.85	23,141	14	136	Apr. 15, 1886	318	Supplied by Houghton, Mich., and by Mackinaw City and Houghton, Mich., R. P. O. <sup>1</sup> 14 of these are to and from route 24009, carried only 1 mile by this route. Transferred on junction opposite Houghton, Mich.
9.25	27,010	28	16	July 1, 1889	351	Connects Washington and Charlotte and Washington and Huntington R. P. O.'s at Calverton.
10.78	6,727	6	4	July 1, 1889	133	Connects Raleigh and Gibson's Station R. P. O. at Cameron.
55.06	80,388	14	15	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 pouches between Kansas City, Mo., and lines centering there, and Davenport, Iowa, and Atchison, Kans., R. P. O., and Trenton, Mo., and Leavenworth, Kans., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Campbell and New Almaden, Cal.	8	46049	Campbell, New Almaden, Cal.	South Pacific Coast Rwy ...
Canada Line and Rouse's Point, N. Y.	2	6066	Rouse's Point, Canada Line, N. Y.	Grand Trunk .....
Canada Line (n. o.) and St. Albans, Vt.	1	2006	St. Albans, Vt., Canada Line (n. o.).	Central Vermont R. R. ....
Cañon City and Westcliffe, Colo.	7	38010	Cañon City, Westcliffe, Colo.	Denver and Rio Grande ....
Canton Junction (n. o.) and Stoughton, Mass.	1	3087	Canton Junction (n. o.), Stoughton, Mass.	Old Colony R. R. (Providence Division).
Cape Vincent and Watertown, N. Y.	2	6035	Watertown, Cape Vincent, N. Y.	Rome, Watertown and Ogdensburgh.
Carbon Centre, Mo., and Miami, Kans.	7	28041	Miami, Kans., Carbon Centre, Mo.	Kansas City, Fort Scott and Memphis.
Carbondale and Grand Tower, Ill.	6	23089	Carbondale, Grand Tower, Ill.	Grand Tower and Carbondale.
Cardigan Junction (n. o.) and St. Paul, Minn.	10	28062	Cardigan Junction (n. o.), St. Paul, Minn.	Minn., St. P. and S. Ste. Marie.
Carey and Findlay, Ohio.....	5	21021	Carey, Findlay, Ohio.....	Cincinnati, Sandusky and Cleveland.
Caro and Saginaw, Mich.....	9	24014	Saginaw, Caro, Mich.....	Michigan Central.....
Carrington and Sykeston, Dak	10	35040	Carrington, Sykeston, Dak..	Northern Pacific.....
Carroll and Kirkman, Iowa....	6	27071	Carroll, Kirkman, Iowa....	Chicago and Northwestern..
Carrollton, N. Y., and Bradford Pa.	2	8024	Bradford, Pa., Carrollton, N. Y.	New York, Lake Erie and Western.
Carson and Hastings, Iowa....	6	27058	Hastings, Carson, Iowa....	Chicago, Burlington and Quincy.
Carthage and San Antonio, N. Mex.	7	89009	San Antonio, Carthage, N. Mex.	Atchison, Topeka and Santa Fe.
Castleton and Gunnison, Colo.	7	39038	Gunnison, Castleton, Colo..	Denver, South Park and Pacific.
Castroville and Monterey, Cal.	8	46030	Monterey, Castroville, Cal.	Southern Pacific Co.....
Cedar Falls and Hudson, Iowa.	6	27056 (part)	Des Moines, Cedar Falls, Iowa	Chicago, St. Paul and Kansas City.
Centralia and Columbia, Mo....	7	28009	Centralia, Columbia, Mo....	Wabash Western.....
Centerville and Yankton, Dak.	10	35021	Centerville, Yankton, Dak.	Chicago and Northwestern..

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
12.86	8,025	6	6	July 12, 1886	103	Supplied by San José and connects with San Francisco and Santa Cruz R. P. O.
1.71	2,134	12	124	July 1, 1889	3,202	( <sup>1</sup> ) All sacks.....
17.33	10,814	6	8	July 1, 1889	1,151	St. Albans and Boston R. P. O. exchanges pouches with Highgate Springs, Vt., and Montreal, P. Q.
33.52	20,016	6	8	July 1, 1886	264	Connects at Canon City, Colo., with Denver and Aspen, Colo., and Denver, Colo., and Ogden, Utah, R. P. O's.
4.00	9,984	24	18	July 1, 1889	247	Stoughton exchanges pouches with Boston, Mass., and Providence, R. I.
2.577	32,061	12	26	July 1, 1889	393	
24.05	15,007	6	32	July 1, 1887	171	Connects at Rich Hill, Mo., with Kansas City and Joplin, Mo., R. P. O., and at Miami, Kans., with Kansas City, Mo., and Memphis, Tenn., R. P. O.
26.80	33,446	12	10	July 1, 1887	192	Supplied by Carbondale, Ill., and by Centralia and Cairo, Ill. R. P. O.
8.00	4,962	6	2	July 1, 1889	900	Connects at Murphysborough, Ill., with St. Louis, Mo., and Cairo, Ill., and with St. Louis, Mo., and Paducah, Ky., R. P. O's.
15.50	19,344	12	14	July 1, 1888	281	Connects Rhinelander, Wis., and Minneapolis, Minn., R. P. O. with St. Paul, Minn., and lines centering there.
35.85	67,111	18	34	July 1, 1884	281	At Vassar, Mich., connects East Saginaw and Port Huron and Mackinaw City and Detroit R. P. O's. At East Saginaw, Mich., connects Bay City, Wayne and Detroit, East Saginaw and Howard City, Ludington and Toledo, and Manistee and East Saginaw R. P. O's.
13.14	8,199	6	6	.....	.....	At Saginaw, Mich., connects Bay City and Jackson R. P. O.
35.07	21,884	6	10	July 1, 1887	335	New service established May 1, 1889. Supplied by Carrington, Dak., and by Fargo and Minnewaukon, Dak., R. P. O.
11.58	25,291	21	30	July 1, 1889	701	Supplied by Carroll and Manning, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O.
16.24	10,134	6	6	July 1, 1885	879	Connects at Carroll, Iowa, with Carroll and Merville, Iowa, R. P. O., and at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Manning and Audubon, Iowa, pouch service.
9.01	6,577	7	8	July 1, 1887	145	Supplied by initial and terminal offices and by Burlington and Council Bluffs, Iowa, R. P. O.
15.49	9,666	6	2	May 26, 1884	385	Connects at Carson, Iowa, with Avoca and Carson Iowa, pouch service, and at Hastings, Iowa, with Hastings and Sidney, Iowa, pouch service.
16.67	22,571	13	14	July 1, 1886	169	Connects at San Antonio, N. Mex., with Albuquerque, N. Mex., and El Paso, Tex., R. P. O.
10.59	13,216	12	4	July 1, 1887	612	Connects at Gunnison, Colo., with Denver, Colo., and Ogden, Utah, R. P. O., and Crested Butte and Gunnison, Colo., pouch service.
22.14	32,324	14	26	July 1, 1887	324	Connects at Castroville with San Francisco and Santa Margarita R. P. O., Sacramento and San Francisco R. P. O., San Francisco and Salinas exchange mails with Pacific Grove and Monterey by express trains.
29.39	36,679	12	14	July 1, 1886	271	<sup>1</sup> Balance of route covered by Oelwein and Des Moines, Iowa, R. P. O. (See Table A*.) Connects Cedar Falls, Iowa, with Oelwein and Des Moines, Iowa, R. P. O.
						Connects at Centralia, Mo., with St. Louis, Mo., and Kansas City, Mo., and St. Louis, Louisiana and Kansas City, Mo., R. P. O's.
						Supplied by Yankton, Dak., and by Oakes, Dak., and Hawarden, Iowa, R. P. O. Connects at Yankton, Dak., with Manilla, Iowa, and Mitchell, Dak., 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 routes.	Contract designation, terminal of route.	Corporate title of company.
Chadbourn, N. C., and Conway, S. C.	3	18024	Chadbourn, N. C., Conway, S. C.	Wilmington, Chadbourn and Conway.
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.....
Chatham and Hudson, N. Y.	2	6069	Hudson, Chatham, N. Y. ....	Boston and Albany.....
Chatham Station (n. o.) and Harwich Junction (n. o.), Mass.	1	3081	Chatham Station (n. o.), Harwich Junction (n. o.), Mass.	Old Colony R. R. ....
Chehaw (n. o.) and Tuskegee, Ala.	4	17019	Chehaw (n. o.), Tuskegee, Ala.	Tuskegee R. R. ....
Cherry Vale and Coffeyville, Kans.	7	183004 (part)	Lawrence, Coffeyville, Kans.	Southern Kansas .....
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Delaware and Hudson Canal Co.
Cheviot and Cincinnati, Ohio.	5	21104	Cincinnati, Cheviot, Ohio ...	Cincinnati and Westwood..
Chippewa Falls and Eau Claire, Wis.	10	125028 (part)	Abbotsford, Eau Claire, Wis.	Wisconsin Central.....
Claremont and Belfield, Va. ...	8	11034	Claremont, Belfield, Va. ....	Atlantic and Danville.....
Claremont and Claremont Junction (n. o.), N. H.	1	1009 (part)	Concord, Claremont Junction (n. o.), N. H.	Boston and Maine R. R. (Lowell system.)
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa.	Pittsburgh and Western....
Clarke City and Buckingham, Ill.	6	23066	Buckingham, Clarke City, Ill.	Illinois Central.....
Clifton, Ariz., and Lordsburg, N. Mex.	8	39012	Lordsburg, N. Mex., Clifton, Ariz.	Arizona and New Mexico R. R.
Climax and Bainbridge, Ga. ...	4	15031 (part)	Thomasville, Bainbridge, Ga.	Savannah, Florida and Western Rwy.
Clinton and Port Hudson, La.	11	30006	Clinton, Port Hudson, La. ...	Louisville, New Orleans and Texas R. R.
Cloquet and Northern Pacific Junction, Minn.	10	26036	Junction, Cloquet, Minn. ....	St. Paul and Duluth.....
Clove Valley and Clove Branch Junction, N. Y.	2	6114	Clove Branch Junction, Clove Valley, N. Y.	Newburgh, Dutchess and Connecticut.
Coalport and Cresson, Pa.	2	8168	Coalport, Cresson, Pa. ....	Clearfield County and N. Y. Short Route.
Coburn Junction and Ponca, Nebr.	9	34007	Coburn Junction, Ponca, Nebr.	Chicago, St. Paul, Minn., and Omaha.
Cochran and Hawkinsville, Ga.	4	15038	Cochran, Hawkinsville, Ga. ...	E. Tenn., Va., and Ga. R. R.



parts of railroads over which no railway post-offices run, in operation, etc.—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.	
30.17	24,442	6	12	July 1, 1888	83	Connects Wilmington and Jacksonville R. P. O., at Conway.
5.57	13,903	24	12	July 1, 1888	207	
21.03	54,737	18	36	July 1, 1889	128	
22.18	27,681	12	16	July 1, 1889	338	
17.98	28,018	15	16	July 1, 1889	173	
7.04	1,098	6	12	-----	-----	Supplied by Boston and Wellfleet R. P. O.'s (new route) from April 1, 1889 (78 days).
6	7,468	12	8	July 1, 1888	143	
16.68	24,353	14	14	July 1, 1889	605	<sup>1</sup> 27.39 miles of route 33004, between Lawrence and Ottawa, Kans., covered by Lawrence and Gridley, Kans., R. P. O. and 97.80 miles, between Ottawa and Cherry Vale, Kans., by Kansas City, Mo., and Wellington, Kans., R. P. O. (See Table A*.) Connects at Cherry Vale, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O. Arcadia and Cherry Vale, Kans., R. P. O., and St. Louis, Mo., and Halstead, Kans., R. P. O., connects at Coffeyville, Kans., with Holden, Mo., and Coffeyville, Kans., Nevada, Mo., and Arkansas City, Kans., and Paola and Coffeyville, Kans., R. P. O.'s.
22.86	42,794	18	16	July 1, 1889	245	
7.59	1,440	12	18	-----	-----	<sup>1</sup> Service established May 6, 1889.
11.29	24,657	21	6	July 1, 1887	1,405	<sup>1</sup> Balance of route covered by Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O. (See Table A*.) Connects at Eau Claire, Wis., with Duluth, Minn., and Eau Claire, Wis., and Eau Claire, Wis., and Wabash, Minn., and St. Paul, Minn., and Elroy, Wis., R. P. O.'s.
55.10	34,382	6	38	July 1, 1889	93	Connects Norfolk and Lynchburg R. P. O. at Waverly Station, and Washington and Wilmington R. P. O. at Belfield.
2.02	6,302	30	24	July 1, 1889	1,083	Balance of route (54.90 miles) covered by R. P. O. service. (See Table A*.) Supplied by Newport and Springfield R. P. O.'s and Claremont and Boston R. P. O.
6.42	16,024	24	10	July 1, 1889	276	
9.72	6,065	6	2	July 1, 1888	119	Supplied by Buckingham, Ill., and by Kankakee, and Kankakee Junction, Ill., R. P. O.
71.51	44,628	0	8	July 1, 1889	137	Connects at Lordsburg with El Paso, Tex., and Los Angeles, Cal., R. P. O. Supplied by initial and terminal offices.
9.40	19,589	10	6	July 1, 1884	881	
22.10	7,739	16	4	July 1, 1886	65	<sup>1</sup> Mondays, Wednesdays, and Fridays trains runs from Clinton to Port Hudson. Tuesdays, Thursdays, and Saturdays trains run from Clinton to Ethel only (8 miles). Connects at Ethel, La., with Memphis, Tenn., and New Orleans, La., R. P. O.
6.67	8,324	12	8	July 1, 1887	101	Supplied by Northern Pacific Junction, Minn., and by Duluth, and St. Paul, Minn., R. P. O. Connects at Northern Pacific Junction, Minn., with Duluth, and Brainerd, Minn., R. P. O.
8.10	5,054	6	6	July 1, 1889	72	
24.60	15,350	6	18	July 1, 1889	114	
16.44	10,258	6	8	July 1, 1886	194	Supplied by Sioux City, Iowa. Connects at Coburn Junction, Nebr., with Sioux City, Iowa, and Omaha, Nebr., and with Sioux City, Iowa, and Norfolk, Nebr., R. P. O.'s.
10.52	20,912	10	6	July 1, 1888	179	

TABLE C<sup>c</sup>.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Colby and Oakley, Kans .....	7	33085	Colby, Oakley, Kans .....	Oakley and Colby .....
Coleman and Mount Pleasant, Mich.	9	24048	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	38030	Colorado Springs Station (n. o.), Manitou Station (n. o.), Colo.	Denver and Rio Grande ....
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.	N. Y., Susquehanna and Western.
Columbus and La Grange, Tex.	11	31014	Columbus, La Grange, Tex.	Galveston, Harrisburg and San Antonio (So. Pac.).
Colusa and Sites, Cal.....	8	46048	Colusa, Sites, Cal.....	Colusa and Lake R. R. ....
Como and Buena Vista, Colo....	7	38031	Como, Buena Vista, Colo....	Denver, South Park and Pacific.
Como and King, Colo.....	7	38032	Como, King, Colo .....	Denver, South Park and Pacific.
Conesus Lake Junction and Lakeville, N. Y.	2	6047	Conesus, Lake Junction, Lakeville, N. Y.	Conesus Lake.....
Cook Street Station (n. o.) and Bellingham, Mass.	1	3033	Cook Street Station (n. o.), Bellingham, Mass.	New York and New England R. R.
Coopers and Elkhorn, W. Va.	3	12022	Coopers, Elkhorn, W. Va ..	Norfolk and Western.....
Cooperstown and Cooperstown Junction, N. Y.	2	6086	Cooperstown, Cooperstown Junction, N. Y.	Cooperstown and C. Valley.
Cooperstown and Sanborn, Dak.	10	35018	Sanborn, Cooperstown, Dak.	San., Coop. and Turtle Mountain.
Copley and Orono, Mich .....	9	24059	Orono, Copley, Mich .....	Grand Rapids and Indiana .
Corbin and Pineville, Ky <sup>1</sup> ....	5	20037	Corbin, Pineville, Ky .....	Louisville and Nashville...
Cornwall and Conewago, Pa....	2	8154	Cornwall, Conewago, Pa .....	Cornwall and Lebanon.....
Cortland and Sycamore, Ill.....	6	23052	Cortland, Sycamore, Ill .....	Chicago and Northwestern.
Coudersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Coudersport, Pa.	Coudersport and Port Allegheny.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
(1)	7,477	6	8	July 1, 1888	202	<sup>1</sup> Miles of route (22.12) now covered by Salina and Oakley, Kans., R. P. O.
15.03	18,787	12	16	July 1, 1884	210	<sup>2</sup> Service from July 1, 1888, to January 13, 1889. Connects at Coleman, Mich., with Ludington and Toledo and Manistee and East Saginaw R. P. O's. Connects at Mount Pleasant, Mich., with the Cadillac and Toledo R. P. O.
12.17	7,504	6	12	July 1, 1888	80	Connects at Colony, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., and Butler, Mo., and Madison, Kans., R. P. O. Connects at Neesho Falls, Kans., with Junction City and Parsons, Kans., R. P. O.
5.46	23,652	42	14	July 1, 1886	235	Connects at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., Denver and Pueblo, Colo., pouch service, Colorado Springs and Leadville, Colo., R. P. O., St. Joseph, Mo., and Colorado Springs, Colo., R. P. O., and Manitou Junction and Colorado Springs, Colo., pouch service. Connects at Colorado City and Manitou Springs, Colo., with Colorado Springs and Leadville, Colo., R. P. O.
17.40	10,868	6	6	July 1, 1886	19	Connects at Colton with Denver, Colo., and Ogden, Utah, R. P. O.
3.16	1,972	6	2	July 1, 1889	59	
31.00	19,718	6	10	July 1, 1886	233	Connects at Columbus, Tex., with the Houston and Eagle Pass, Tex., R. P. O., and at La Grange, Tex., with the Taylor and Fayetteville, Tex., R. P. O.
21.92	16,002	7	12	June 27, 1888	118	Connects at Colma Junction with Redding and Sacramento R. P. O.
43.38	35,317	7	14	July 1, 1886	453	Connects at Como, Colo., with Denver and Leadville, Colo., R. P. O., and Como and King, Colo., pouch service; at Garo, Colo., with Garo and London, Colo., pouch service; at Schwander's Station (n. o.), Colo., with Schwander's Station (u. o.) and St. Elmo, Colo., pouch service, and at Buena Vista, Colo., with Denver and Aspen, Colo., R. P. O., and Colorado Springs and Leadville, Colo., R. P. O. Trains run from Como to Buena Vista, to Schwander's Station (n. o.), thence over route 38014 to St. Elmo, Colo.
3.48	2,172	6	2	July 1, 1888	24	Connects at Como, Colo., with Denver and Leadville, Colo., R. P. O., and Como and Buena Vista, Colo., pouch service.
1.90	2,371	12	4	July 1, 1889	40	
22.64	28,345	12	56	July 1, 1889	301	Boston exchanges pouches with Newton Upper Falls, Highlandville, Needham, Charles River Village, Dover, Millis, Medway, West Medway, Caryville, Bellingham, and North Bellingham.
8.10	5,054	6	8	July 1, 1889	68	Connects Lynchburgh and Pocahontas R. P. O. via route 12016.
16.50	20,593	12	22	July 1, 1889	485	
36.35	22,632	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.
14.62	18,246	12	12	Oct. 15, 1885	102	At Orono, Mich., connects Cadillac and Fort Wayne and Mackinaw City and Grand Rapids R. P. O's.
.....	2,892	6	18	July 1, 1889	284	<sup>1</sup> Railway post-office service established on this route August 24, 1883. (See Table A.)
16.96	21,168	12	12	July 1, 1889	50	
4.94	6,165	12	6	July 1, 1887	32	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., and with Chicago, Dunbar, Ill., and Dubuque, Iowa, R. P. O.
17.57	21,927	12	12	July 1, 1889	309	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Cresson and Ebensburg, Pa. Crested Butte and Gunnison, Colo.	2 7	8037 38016	Cresson, Ebensburg, Pa. .... Gunnison, Crested Butte, Colo.	Penn'a. .... Denver and Rio Grande....
Crown Point and Hammonds- ville, N. Y. Crystal Falls, Mich., and Flor- ence, Wis.	2 10	6099 24032 (part)	Crown Point, Hammonds- ville, N. Y. Powers, Crystal Falls, Mich. <sup>1</sup> .	Crown Point Iron Co. .... Chicago and Northwestern.
Cucharas and El Moro, Colo. .	7	38001 (part)	Denver, El Moro, Colo. ....	Denver and Rio Grande....
Cummins and Varner, Ark. ....	11	20016	Varner, Cummins, Ark. ....	Varner Branch .....
Cuthbert and Fort Gaines, Ga. Daguscabonda and Dagus Mines, Pa.	4 2	15041 8130	Cuthbert, Fort Gaines, Ga. Daguscabonda, Dagus Mines, Pa.	Southwestern R. R. .... Daguscabonda .....
Dalark and Arkadelphia, Ark.	11	29022	Arkadelphia, Dalark, Ark..	Ultima Thule, Arkadelphia and Mississippi.
Dallas and Lancaster, Tex. ....	11	31070	Dallas, Lancaster, Tex. ....	Missouri, Kansas and Texas.
Danbury and Point Marble- head, Ohio.	5	21101	Danbury, Point Marble- head, Ohio.	Lakeside and Marblehead ..
Danville, Mocksville, and Southwestern Junction, and Leaksville.	3	13022	Danville, Mocksville, and Southwestern Junction, Leaksville.	Danville, Mocksville and Southeastern.
Darlington (n. o.) and Dillon, Ohio.	5	21103	Darlington (n. o.), Dillon, Ohio.	Columbus and Eastern .....
Dayton and Bolls Junction (n. o.), Wash.		43008 (part)	Bolls Junction (n. o.), Day- ton, Wash.	Oregon Rwy. and Naviga- tion Co.
Decorah and Conover, Iowa. .	6	37026	Conover, Decorah, Iowa ....	Chicago, Milwaukee and St. Paul.
De Land Junction (n. o.) and De Land, Fla. Delhi and Walton, N. Y. .... Denver and Pueblo, Colo. ....	4	16020 6050 38035	De Land Junction (n. o.), De Land, Fla. Walton, Delhi, N. Y. .... Denver, Pueblo, Colo. ....	Jacksonville, Tampa and Key West R. R. N. Y., Ontario and Western. Atchison, Topeka and San- ta Fé.
Deshler and Findlay, Ohio <sup>1</sup> .	5	21050	Deshler, Findlay, Ohio. ....	Columbus, Findlay and Northern.

parts of railroads over which no railway post-offices run, in operation, etc.—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.
11.59 28.62	21,696 17,850	18 6	10 12	July 1, 1889 July 1, 1886	<i>Pounds.</i> 815 160	Connects at Gunnison Colo., with Denver, Colo., and Ogden, Utah, R. P. O., and Castleton and Gunnison, Colo., pouch service.
11.95	14,914	12	8	July 1, 1885	43	
16.21	21,916	13	12	July 1, 1884	386	<sup>1</sup> Balance of route covered by Powers, Mich., and Florence, Wis., R. P. O. (See Table A.) Supplied by Florence, Wis., and by Powers, Mich., and Florence, Wis., R. P. O. Connects at Iron River Junction (n. o.) Mich., with Iron River Junction (n. o.) and Watersmeet, Mich., pouch service.
37.10	27,083	7	6	July 1, 1886	2,975	<sup>1</sup> 120.14 miles of route 28001, between Denver and Pueblo, Colo., covered by Denver and Aspen Colo., R. P. O., and (49.70 miles) between Pueblo and Cucharas, Colo., by Pueblo and Silverton, Colo., R. P. O. Trains are run between Cucharas and Trinidad, Colo. 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., Denver, Colo., and Fort Worth, Tex., R. P. O., and El Moro and Trinidad, Colo., pouch service. Connects at Varner, Ark., with Fort Smith, Ark., and Leland, Miss., R. P. O.
5.75	7,176	12	4	July 1, 1880	32	
23.41 6.01	14,542 9,376	6 15	4 5	July 1, 1888 July 1, 1889	133 116	
11.43	7,132	6	2	July 1, 1888	40	Connects at Arkadelphia, Ark., with the St. Louis, Mo., and Texarkana, Ark., R. P. O.
16.01	2,209	7	16	-----	-----	Connects at Dallas, Tex., with the Denison and Houston, Tex., R. P. O., and Texarkana, Ark., and El Paso, Tex., R. P. O., Henrietta and Dallas, Tex., R. P. O., and Paris and Weatherford, Tex., R. P. O. New service, established April 22, 1889.
8	9,984	12	12	July 1, 1888	86	
8.21	5,123	6	10	July 1, 1888	37	Connects Danville and Stuart R. P. O. at Danville, Mocksville, and Southwestern Junction.
9.82	11,631	12	8	July 1, 1889	36	
14.34	20,936	14	12	July 1, 1886	42	Connects with Farmington, Wash., and Pendleton, Oreg., R. P. O. Supplied by initial and terminal offices at Spokane, Wash., and Portland, Oreg., R. P. O.
9.51	11,868	12	10	July 1, 1887	935	Supplied by Conover, Iowa, and by St. Paul, Minn., and McGregor, Iowa, R. P. O. Connects at Decorah, Iowa, with Decorah and Cedar Rapids, Iowa, R. P. O.
410	5,179	12	8	July 1, 1888	273	
17.29 117.46	26,972 225,585	15 21	20 32	July 1, 1889 July 1, 1888	337 2,384	<sup>1</sup> Fourteen round trips over entire route and seven round trips between Denver and Colorado Springs, Colo. (74.10 miles). Makes Denver and Pueblo, Colo., connections. Connects at Castle Rock, Colo., with Denver and Aspen, Colo., and Denver, Colo., and Ogden, Utah, R. P. O. s, and at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., Colorado Springs and Leadville, Colo., R. P. O., St. Joseph, Mo., and Colorado Springs, Colo., R. P. O., and Colorado Springs and Maniton Springs, Colo., pouch service.
16.66	32,076	18	10	July 1, 1889	150	<sup>1</sup> Deshler and McComb R. R. (10.28 miles) extended to Findlay, Ohio, October 8, 1888, increasing distance 9.38 miles.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company
Derby Line and Newport, Vt...	1	2010 (part)	White River Junction, Derby Line, Vt.	Boston and Maine R. R. (Lowell system).
Dexter and Arkansas City, Kans.	7	33003 (part)	Dexter, Arkansas City, Kans.	Grouse Creek.....
Dexter and Newport, Me.....	1	2	Newport, Dexter, Me.....	Main Central R. R. ....
Dexter and Winfield, Kan.....	7	33058 (part)	Chetopa, Belle Plain, Kans.	Denver, Memphis, and Atlantic.
Dillon and Dickey, Colo.....	7	38026	Dickey Station (n. o.), Dillon, Colo.	Denver, South Park and Pacific.
Dillsburgh and Mechanicsburgh Junction and Shippensburg, Pa.	2	8126	Dillsburgh and Mechanicsburgh Junction, Shippensburg, Pa.	Harrisburg and Potomac....
Dodge and Clay City, Ky. ....	5	20033	Dodge, Clay City, Ky. ....	Kentucky Union .....
Dodge City and Montezuma, Kans	7	33097	Dodge City, Montezuma, Kans.	Dodge City, Montezuma and Trinidad.
Dolomite and Wheeling (n. o.) Ala.	4	17018	Dolomite, Wheeling Station (n. o.)	Woodward Iron Co. ....
Douglas and Jackson C. H., W. Va.	3	12024	Douglas, Jackson C. H., W. Va.	Ripley and Mill Creek Valley.
Dover and Chester, N. J. ....	2	7014	Dover, Chester, N. J. ....	Del. Lack and Western (M. and E. Div.)
Dover and Portsmouth, N. H..	1	1016	Portsmouth, Dover, N. H..	Boston and Maine R. R. ....
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 .....
Drummond and Rumsey, Mont.	10	38004	Drummond, Rumsey, Mont.	Northern Pacific.....
Dudley and Saxton, Pa. ....	2	8138	Saxton, Dudley, Pa. ....	Hunt. and Broad Top .....
Durand and East Saginaw, Mich.	9	24083	Durand, East Saginaw, Mich.	Toledo, Ann Arbor and North Michigan.
Durant and Tehula, Miss.....	4	18023	Durant, Tehula, Miss.....	Illinois Central.....
Eagle and Elkhorn, Wis.....	10	25041	Elkhorn, Eagle, Wis.....	Chi., Mil. and St. Paul.....
Eagle Bend and Sauk Centre, Minn.	10	28047	Sauk Centre, Eagle Bend, Minn.	St. P., Minn. and Manitoba..

parts of railroads over which no railway post-offices run, in operation, etc.—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.
10.14	12,655	12	30	July 1, 1889	Pounds. 6,020	Balance of route (105.15 miles) covered by R. P. O. service. (See Table A*.) Supplied by initial and terminal offices. Newport and Springfield R. P. O. and Stanstead and Sherbrooke R. P. O.
(1)	15,756	7	16	July 1, 1889	56	<sup>1</sup> Miles of route (26.26) covered by Nevada, Mo., and Arkansas City, Kans., R. P. O. (See Table A*.) <sup>2</sup> Closed pouch service on this route from July 1, 1888, to April 26, 1889. R. P. O. service (Nevada, Mo., and Arkansas City, Kans.) from April 27, 1889.
14.02	23,275	15	20	July 1, 1889	309	Bangor and Boston R. P. O. (day) exchanges pouches with Corinna, Cambridge, Dexter, and Dover. Corinna with Newport and Dexter with Corinna.
20.54	4,930	13	14	July 1, 1888	605	<sup>1</sup> 104.61 miles of route 33056, between Chetopa and Dexter, Kans., covered by Nevada, Mo., and Arkansas City, Kans., R. P. O. and (21.05 miles) between Winfield and Belle Plain, Kans., by Winfield and Larned, Kans., R. P. O. (See Table A A*.) Covered last year by Chetopa and Larned, Kans., R. P. O. <sup>2</sup> From April 27, 1889; previous to that time covered by R. P. O. service. Connects at Dexter, Kans., with Nevada, Mo., and Arkansas City, Kans., R. P. O., and at Winfield, Kans., with Braumont and Anthony, Kans., R. P. O., Florence and Arkansas City, Kans., R. P. O., Kansas City, Mo., and Wellington, Kans., R. P. O., New on, Kans., and Garveston, Tex., R. P. O., and Winfield and Larned, Kans., R. P. O. Connects at Dickey Station (n.o.), Colo., with Denver and Leadville, Colo., R. P. O.
2.94	1,535	6	2	July 1, 1886	43	
28.82	35,967	12	36	July 1, 1889	178	
14.82	9,248	6	20	Mar. 15, 1886		
27.57	18,547	6	12	July 1, 1889	97	<sup>1</sup> New service, from January 1, 1889.
					95	Connects at Dodge City, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O. and Bucklin and Dodge City, Kans., pouch service.
4.60	2,870	6	2	July 1, 1888	65	
13.40	16,723	12	16	July 1, 1889	143	Connects Wheeling and Huntington R. P. O. at Douglas.
1,405	17,534	12	10	July 1, 1889	164	
11.62	21,752	18	12	July 1, 1889	208	Supplied by initial and terminal offices, Boston, Bangor and Boston R. P. O. and North Conway and Boston R. P. O.
10.71	40,098	36	28	July 1, 1889	1,161	
6.28	7,837	12	12	July 1, 1889	77	
31.92	23,301	7	16	July 1, 1888	253	Reported last year as Drummond and Phillips, bargh. Mont. Extended May 1, 1889, increasing distance 5.45 miles. Connects at Drummond, Mont., with Mandan, Dak., and Spokane Falls, Wash., R. P. O.
6.18	3,856	6	4	July 1, 1889	61	
-----	2,877	12	18	-----	-----	This route was established by order of February 28, 1889, and commencing March 25 was served with closed pouches to and including April 14, 1889 (18 working days).
26.57	16,579	6	8	July 1, 1888	123	
17.56	21,915	12	12	July 1, 1887	47	Supplied by initial and terminal offices. Connects at Eagle, Wis., with Chicago, Ill., and North McGregor, Iowa, R. P. O., and at Elkhorn, Wis., with Racine, Wis., and Rock Island, Ill., R. P. O.
30.91	23,092	6	16	July 1, 1887	146	Supplied by initial and terminal offices. Connects at Sauk Centre, Minn., with Boundary Line (n. o.), Dak., and St. Paul, Minn., and Little Falls and Morris, Minn., R. P. O.'s.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation terminal of route.	Corporate title of company.
East Berlin and Berlin, Pa.....	2	8033	Berlin, East Berlin, Pa.....	Western Maryland.....
East Las Vegas and Las Vegas Hot Springs, N. Mex.....	7	39007	Las Vegas, Las Vegas Hot Springs, N. Mex.....	Atchison, Topeka and Santa Fe.
Easton and Oxford, Md.....	2	9503 (part)	Easton, Oxford, Md.....	P. W. and B. (Del. Div.)....
East Saugus and Boston, Mass.....	1	3002	Boston, East Saugus, Mass.....	Boston and Maine R. R.....
Ebervale and Lumber Yard, Pa.....	2	8134	Lumber Yard, Ebervale, Pa.....	Lehigh Valley.....
Echo and Belton, Tex.....	11	31041	Echo, Belton, Tex.....	Missouri, Kansas and Texas.
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.....
Edgely and Aberdeen, Dak.....	10	35012 (part)	Ashton, Edgely, Dak.....	Chl. Mil. and St. Paul.....
Edgesfield and Aiken, S. C.....	4	14031	Aiken, Edgesfield, S. C.....	Charles, Cum. Gap and Chicago R. R.
Eland and Wausau, Wis.....	10	25049 (part)	Manitowoc, Wausau, Wis.....	Mil., L. S. and Western.....
Elizabethtown and Cecilian, Ky.....	5	20010	Elizabethtown, Cecilian, Ky.....	Ches., Ohio and Southwestern.
Elkton and Guthrie, Ky.....	5	20001	Elkton, Guthrie, Ky.....	Louisville and Nashville....
Ellenville and Summitville, N. Y.....	2	6113	Summitville, Ellenville, N. Y.....	N. Y. Ont. and West.....
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 Moro and Trinidad, Colo.....	7	88033	El Moro, Trinidad, Colo.....	Denver and Rio Grande.....
Elora, Tenn., and Huntsville, Ala.....	5	17032	Huntsville, Ala., Elora, Tenn.....	Nashville, Chattanooga and St. Louis.
Ely and Duluth, Minn.....	10	28054	Duluth, Ely, Minn.....	Duluth and Iron Range.....
Emmitsburgh and Rocky Ridge, Md.....	3	10019	Emmitsburgh, Rocky Ridge, Md.....	Emmitsburgh.....
English and Pine Bluff, Ark.....	11	29020	Pine Bluff, English, Ark.....	Pine Bluff, Monroe and New Orleans.
Escondido and Oceanside, Cal.....	8	46057	Oceanside, Escondido, Cal.....	California Central Rwy.....
Essex and Wenham Depot, Mass.....	1	3008	Wenham Depot, Essex, Mass.....	Boston and Maine R. R.....



parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
7.23 6.45	4,512 11,771	6 (1)	4 12	July 1, 1889 July 1, 1888	<i>Pounds.</i> 81 103	<sup>1</sup> Trains 21 times a week westward, and 14 times a week eastward. Connects at East Las Vegas, N. Mex., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
<sup>1</sup> 10.62	9,940	0	6	July 1, 1889	634	<sup>1</sup> Balance of route (44.08 miles) covered by Clayton and Easton R. P. O. (See Table A.)
10.74	26,807	24	30	July 1, 1889	225	Boston exchanges pouches with Linden, Saugus, Cliftondale, Franklin Park, and East Saugus.
6.23 7.06	3,888 10,307	6 14	4 10	July 1, 1889 July 1, 1888	180 246	Connects at Echo, Tex., with the Denison and Taylor, Tex., R. P. O., and at Belton, Tex., with the Temple and San Angelo, Tex., R. P. O.
28.29	41,303	14	14	July 1, 1888	324	Park City exchanges with Ogden and Salt Lake R. P. O. Connects at Echo with Omaha, Nebr., and Ogden, Utah, R. P. O.
1.20 64.12	2,246 40,011	18 6	6 26	July 1, 1889 July 1, 1888	40 861	<sup>1</sup> Balance of route covered by St. Paul, Minn., and Mitchell, Dak., R. P. O. (See Table A.) Connects Edgely, Dak., with La Monte and Edgely, Dak., pouch service; at Ellendale, Dak., with Rutland and Ellendale, Dak., pouch service, and at Aberdeen, Dak., with all lines centering there. Supplied by initial and terminal offices, and by St. Paul, Minn., and Mitchell, Dak., R. P. O.
24.87	31,037	12	12			
23.01	28,716	12	24	July 1, 1887	1775	<sup>1</sup> Balance of route covered by Ashland and Milwaukee, Wis., R. P. O. (See Table A.) Supplied by Wausau, Wis., and by Ashland and Milwaukee, Wis., R. P. O. Connects at Wausau, Wis., with Merrill and Tomah, Wis., R. P. O.
6.22	7,763	12	8	July 1, 1884	68	
12.07 8.56	15,063 15,996	12 18	12 20	Mar. 16, 1885 July 1, 1889	98 316	
42.83	26,726	6	24	July 1, 1887	235	Supplied by Sioux Falls, Dak., and by Cedar Rapids, Iowa, and Watertown, Dak., R. P. O. Connects at Rock Rapids, Iowa, with Cherokee, Iowa, and Sioux Falls, Dak., R. P. O., and with Luverne, Minn., and Doon, Iowa, pouch service. Connects at Sioux Falls, Dak., with all lines centering at that point.
17.35 4.48	27,096 8,370	15 7	14 2	July 1, 1889 July 1, 1888	302 840	Connects at El Moro and Trinidad, Colo., with Denver, Colo., and Fort Worth, Tex., R. P. O., and La Junta, Colo., and Albuquerque, N. Mex., R. P. O.; also at El Moro, Colo., with Cucharas and El Moro, Colo.; pouch service.
27.62	17,235	6	20	July 1, 1888	125	
118.35	73,850	6	22	July 1, 1887	110	Reported last year as Tower and Duluth, Minn. Extended to Ely Nov. 28, 1888, increasing distance 22.08 miles. Supplied by initial and terminal offices, and by Duluth and St. Paul, Minn., R. P. O. Connects at Duluth, Minn., with all lines centering there.
6.94	12,992	18	16	July 1, 1889	222	Connects Baltimore and Roanoke and Baltimore and Williamsport R. P. O.'s at Rocky Ridge.
36.42	22,726	6	14	July 1, 1888	89	Connects at Pine Bluff, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O., and Fort Smith, Ark., and Leland, Miss., R. P. O., and at Rob Roy, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
22.77	16,622	7	16	July 1, 1889	219	Connects at Oceanside with San Bernardino and Oceanside and Los Angeles and National City R. P. O.'s
545	6,801	12	8	July 1, 1889	108	Supplied by initial and terminal offices and Bangor and Boston R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Eureka and Roscoe, Dak.....	10	35032	Roscoe, Eureka, Dak.....	Chi., Mil. and St. Paul .....
Eustis and Lane Park, Fla....	4	16008	Astor, Leesburgh, Fla.....	Fla. Southern Rwy.....
Evanston and Chicago, Ill....	6	23101	Chicago, Evanston, Ill....	Chicago, Milwaukee and St. Paul.
Evansville and Tintah, Minn..	10	26063	Evansville, Tintah, Minn..	St. P., Minn. and Manitoba..
Ewensville and Vincentown, N. J.	2	7064	Ewensville, Vincentown, N. J.	Penn'a (Amboy Div.).....
Factory Junction (n. o.) and Millborough, N. C.	3	13031	Factory Junction (n. o.), Millborough, N. C.	Cape Fear and Yadkin Valley.
Fairbanks and Bisbee, Ariz...	8	40005	Fairbanks, Bisbee, Ariz....	Arizona and Southeastern R. R.
Fall Brook and Blossburgh, Pa.	2	8142	Fall Brook, Blossburgh, Pa.	Fall Brook Coal Co.....
Fall Creek, Ill., and Hannibal, Mo.	6	23041 (part)	Quincy, Ill., Hannibal, Mo..	Chicago, Burlington and Quincy.
Farmington and Phillips, Me..	1	20	Farmington, Phillips, Me..	Sandy River R. R.....
Fergus Falls, Minn., and Milnor, Dak.	10	26042 (part)	Wadena, Minn., Milnor, Dak	Northern Pacific.....
Findlay and Glandorf, Ohio <sup>1</sup> ..	5	21105	Findlay, Glandorf, Ohio....	American Midland .....
Flemington and Lambertville, N. J.	2	7009	Lambertville, Flemington, N. J.	Pennsylvania.....
Flomaton and Repton, Ala....	4	17026	Flomaton, Repton, Ala.....	Louis. and Nash ville R. R.
Florence and Tuscumbia, Ala.	4	17025	Florence, Tuscumbia, Ala...	Memphis and Charles R. R.
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Philadelphia and Reading..
Fond du Lac and Iron Ridge, Wis.	10	25035	Fond du Lac, Iron Ridge, Wis.	Chi., Mil. and St. Paul.....
Forest City and Dows, Iowa...	6	27057	Dows, Forest City, Iowa...	Burlington, Cedar Rapids and Northern.
Forest House and Austin, Pa..	2	8171	Forest House, Austin, Pa..	Shuamahoning.....

parts of railroads over which no railway post-offices run, in operation, etc.—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.	
26.70	16,661	6	12	July 1, 1889	129	Supplied by Roscoe, Dak., and by Aberdeen and Orient, Dak., R. P. O. Connects at Roscoe, Dak., with Roscoe and Bowdle, Dak., closed-pouch service.
743	9,272	12	4	Feb. 15, 1886	305	27.10 miles of route reported in Table A*, Astor and Leechburg R. P. O.
12.60	15,725	12	14	July 1, 1889	84	Supplied by Chicago, Ill.
32.74	10,215	3	22	July 1, 1889	83	New service; established February 18, 1889. Connects at Evansville, Minn., with Boundary Line (n. o.), Dak., and St. Paul, Minn., R. P. O. at Elbow Lake, Minn., with Minneapolis, Minn., and Osakes, Dak., R. P. O., and at Tintah, Minn., with Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.
3.04	4,742	15	6	July 1, 1889	81	
9.55	5,959	6	2	July 1, 1888	14	Connects Mount Airy and Bennettsville R. P. O. at Factory Junction (n. o.).
36.37	22,695	6	4	July 1, 1889	90	New service; established January 28, 1889. Connects at Fairbanks with Benson and Nogales R. P. O.
7.64	4,767	6	4	July 1, 1889	46	
6.08	3,794	6	12	July 1, 1887	643	<sup>1</sup> Balance of route covered by Quincy, Ill., and Louisiana, Mo., R. P. O. (See Table A*) Connects at Quincy, Ill., with Chicago and Quincy, Ill., R. P. O., and at Hannibal, Mo., with Hannibal and Sedalia, Mo., R. P. O.
18.25	28,470	15	48	July 1, 1889	337	Farmington and Lewiston R. P. O. exchange with Strong, Fairbanks, Phillips, West Freeman, Salem, and Kingfield. Phillips with Strong and Fairbanks. Strong with Fairbanks, West Freeman, Salem, and Kingfield. Salem with Kingfield and West Freeman.
67.36	42,033	6	26	July 1, 1887	289	<sup>2</sup> Balance of route covered by Wadena and Fergus Falls, Minn., R. P. O. (See Table A*) Supplied by Wahpeton and Milnor, Dak., and Wadena and Fergus Falls, Minn., R. P. O. Connects at Breckenridge, Minn., with Larimore, Dak., and Breckenridge, Minn., Breckenridge, Minn., and Windom, Dak., and Fargo, Dak., Willmar and St. Paul, Minn., R. P. O.'s, and at Wahpeton, Dak., with St. Paul, Ortonville, Minn., and Fargo, Dak., R. P. O.
23.10	3,620	26	8			<sup>1</sup> Service established May 13, 1889.
						<sup>2</sup> Six round trips over entire route, and six additional round trips between Ottawa and Findlay, Ohio; distance, 20 miles.
12.46	23,325	18	24	July 1, 1889	218	
30.15	6,271	2	3	July 1, 1888	21	
5.63	7,026	12	4	July 1, 1888	230	
7.19	11,216	15	20	July 1, 1889	59	
28.72	35,843	12	26	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 Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., Fort Howard, Wis., and Chicago, Ill., Fond du Lac and Milwaukee, Wis., and Sheboygan and Princeton, Wis., R. P. O.'s.
48.86	30,488	6	18	July 1, 1888	142	Supplied by initial and terminal offices and by Cedar Rapids, Iowa, and Watertown, Dak., R. P. O. Connects at Forest City, Iowa, with St. Paul, Minn., and Des Moines, Iowa, R. P. O.; at Garner, Iowa, with Calmar, Iowa, and Chamberlain, Dak., R. P. O., and at Belmond, Iowa, with Mason City, and Fort Dodge, Iowa, R. P. O., and with Hampton and Belmond, Iowa, pouch service.
9.19	5,735	6	6	July 1, 1889	129	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Forks Creek and Central City, Colo.	7	38021	Forks Creek, Central City, Colo.	Colorado Central .....
Fort Collins and Stout, Colo.	7	38027	Greeley, Stout, Colo.	Greeley, Salt Lake and Pacific.
Fort Dodge and Lehigh, Iowa.	6	37104	Fort Dodge, Lehigh, Iowa.	Mason City and Fort Dodge
Fort Madison and Collett, Iowa.	6	27064	Fort Madison, Collett, Iowa.	Fort Madison and Northwestern.
Fort Smith and Greenwood, Ark.	11	29025	Fort Smith, Greenwood, Ark.	St. Louis, Iron Mountain and Southern.
Fort Valley and Perry, Ga.	4	15017	Fort Valley, Perry, Ga.	Southwestern R. R.
Fort Worth and Granbury, Tex.	11	31061	Fort Worth, Granbury, Tex.	Fort Worth and Rio Grande
Fosston and Carman, Minn.	10	26026	Carman, Fosston, Minn.	St. P., Minn. and Manitoba.
Fostoria and Flint, Mich.	9	24047	Fostoria, Flint, Mich.	Flint and Pere Marquette.
Frackville and Pottsville, Pa.	2	8050	Pottsville, Frackville, Pa.	Phila. and Reading
Franklin and Bellingham, Mass.	1	3075	Bellingham, Franklin, Mass.	New York and New England R.R. (Milford Branch)
Franklin, Mass., and Valley Falls, R. I.	1	3006	Franklin, Mass., Valley Falls R. I.	New York and New England R. R.
Franklin Furnace and Branchville Junction, N. J.	2	7025 (part)	Waterloo, Franklin Furnace, N. J.	Del., Lack. and West.
Frederick and Araby, Md.	3	10004	Araby, Frederick, Md.	Baltimore and Ohio.
Freeland and Jeddo, Pa.	2	8058	Jeddo, Freeland, Pa.	Lehigh Valley
Fresno and Portersville, Cal.	8	46006	Freano, Portersville, Cal.	Southern Pacific R. R. Co.
Fulton and Guerneville, Cal.	8	46027	Fulton, Guerneville, Cal.	San Fran. and North Pacific R. R.
Fulton and Woodward Junction, (n. o.), N. Y.	2	6138	Fulton, Woodward Junction (n. o.), N. Y.	Rome, Watertown and Ogdensburgh.
Fultonham and Redfield, Ohio.	5	21085	Fultonham, Redfield, Ohio.	Columbus and Eastern.
Galena and Galena Junction, Ill.	6	23,092	Galena, Galena Junction, Ill.	Chicago, Burlington and Northern.
Galesburgh and Rio, Ill.	6	23,009 (part)	Peoria, Rio, Ill.	Chicago, Burlington and Quincy.
Galesville and Trempealeau, Wis.	10	25,054	Trempealeau, Galesville, Wis.	Chicago and Northwestern
Galewood and Dunning, Ill.	6	23,091	Galewood, Dunning, Ill.	Chicago, Milwaukee and St. Paul.
Garo and London, Colo.	7	38,024	Garo, London, Colo.	Denver, South Park and Pacific.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
11.47	16,746	14	10	July 1, 1886	328	Connects at Forks Creek, Colo., with Denver and Georgetown, Colo., R. P. O.
15.14	9,447	6	2	July 1, 1886	434	<sup>1</sup> 24.03 miles of route 38027, between Greeley and Fort Collins, Colo., covered by Greeley and Denver, Colo., R. P. O. (See Table A <sup>+</sup> ) Connects at Fort Collins, Colo., with Greeley and Denver, Colo., R. P. O.
14.97	9,341	6	4	July 1, 1889	91	Supplied by Fort Dodge, Iowa, and by Mason City and Fort Dodge, Iowa, R. P. O.
45.12	28,155	6	24	July 1, 1889	121	Supplied by initial and terminal offices. Connects at Fort Madison, Iowa, with Burlington, Iowa, and Carrollton, Mo., Burlington, Iowa, and St. Louis, Mo., Chicago, Ill., and Fort Madison, Iowa, and with Fort Madison, Iowa, and Kansas City, Mo., R. P. O.'s.
19.02	2,891	7	18			Established April 15, 1889. Connects at Fort Smith, Ark., with the Fort Smith, Ark., and Wagner, Ind. T., R. P. O., and Fort Smith, Ark., and Leland, Miss., R. P. O., and Monett, Mo., and Paris, Tex., R. P. O.
12.98	16,199	12	8	July 1, 1884	95	
41.35	25,802	6	8	Nov. 21, 1887	221	Connects at Fort Worth, Tex., with Denison and Taylor R. P. O. Texarkana, Ark., and El Paso, Tex., R. P. O., Newton, Kans., and Galveston, Tex., R. P. O., Commerce and Fort Worth, Tex., R. P. O., and Fort Worth and Guide R. P. O.
44.99	14,027	3	12	July 1, 1889	88	New service, established January 24, 1889, supplied by Crookston, Minn., and by Barnesville, Minn., and Minot, Dak., R. P. O. Connects at Crookston, Minn., with St. Vincent and Crookston, Minn., R. P. O.
24.45	15,257	6	15	July 1, 1884	84	At Otter Lake, Mich., connects the Mackinaw City and Detroit R. P. O., at Flint connects Bay City, Wayne, and Detroit R. P. O., Fort Gratiot and Chicago, and Ludington and Toledo R. P. O.'s.
11.55	21,622	18	16	July 1, 1889	165	
5.37	10,052	18	21	July 1, 1889	136	Supplied by initial and terminal offices.
14.46	18,046	12	32	July 1, 1889	192	Boston exchanges with South Attleborough; Providence with Abbot Run, Arnold's Mills, Diamond Hill, South Attleborough, Sheldonville, Wrentham, and Milford; Boston and Hopewell Junction R. P. O., with Sheldonville and West Wrentham.
18.63	10,770	12	8	July 1, 1889	494	<sup>1</sup> Balance of route (14.86 miles) covered by Franklin Furnace and Waterloo R. P. O. (See Table A <sup>+</sup> )
8.85	22,494	56	31	July 1, 1880	810	Connects Baltimore and Martinsburgh and Baltimore and Winchester R. P. O.'s at Araby and Lancaster, Frederick R. P. O. at Frederick.
2.47	4,628	18	6	July 1, 1889	166	
70.05	43,711	6	10	July 1, 1889	120	New service, established October 20, 1888, supplied by initial and terminal offices.
16.04	11,709	7	10	July 1, 1886	76	Connects at Fulton with Ukiah and San Francisco R. P. O.
17.43	27,191	15	15	July 1, 1889	109	
7.11	8,873	12	8	July 1, 1888	54	
3.79	4,730	12	4	May 23, 1888	323	Connects Minneapolis, Minn., and Oregon, Ill., R. P. O. with Galena, Ill.
13.27	17,967	13	14	July 1, 1887	1,759	<sup>1</sup> Balance of route covered by Peoria and Galesburgh, Ill., R. P. O. (See Table A <sup>+</sup> ) Supplied by Galesburgh, Ill., and by Rock Island, Ill., and St. Louis, Mo., R. P. O. Connects at Galesburgh, Ill., with all lines centering there.
8.23	15,407	18	8	July 1, 1887	154	Supplied by Trempealeau, Wis., and by Chicago, Ill., and Winona, Minn., R. P. O. Connects at Trempealeau, Wis., with Minneapolis, Minn., and Oregon, Ill., R. P. O.
2.80	3,494	12	4	May 16, 1887	37	Supplied by Chicago, Ill.
15.57	11,366	7	12	July 1, 1886	171	Supplied by Denver and Leadville, Colo., R. P. O. and Garo, Colo.

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.
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.	11	31026	Georgetown, Round Rock, Tex.	International and Great Northern.
Georgetown and Silver Plume, Colo.	7	138020	Argo Junction (n. o.), Silver Plume, Colo.	Colorado Central. ....
Georgetown and Versailles, Ky. <sup>1</sup>	5	20029	Georgetown, Versailles, Ky.	Versailles and Midway. ....
Gilbertville and Mechanic's Falls, Me.	1	19	Mechanic's Falls, Gilbertville, Me.	Rumford Falls and Buckfield R. R.
Gilroy and Tres Pinos, Cal. ....	8	46034	Gilroy, Tres Pinos, Cal. ....	Southern Pacific Co. ....
Glade Spring and Saltville, Va.	3	11, 014	Glade Spring, Saltville, Va.	Norfolk and Western. ....
Gladstone, Mich., and Rhineland, Wis.	10	125059 (part)	Minneapolis, Minn., Sault de Ste. Marie, Mich.	Minn., St. P. and S. Ste. Marie.
Glasgow Junction and Glasgow, Ky.	5	20011	Glasgow Junction, Glasgow, Ky.	Louisville and Nashville. ....
Glen Carbon and Schnylkill Haven, Pa.	2	8061	Schnylkill Haven, Glen Carbon, Pa.	Philadelphia and Reading ..
Glendale and Eagle's Nest, Miss.	4	18006	Glendale, Eagle's Nest, Miss.	Mobile and Northwestern R. R.
Glen Ellen and Junction (n. o.), Cal.	8	46039	Junction (n. o.), Glen Ellen, Cal.	Sonoma Valley R. R. ....
Glen Rock and Caspar, Wyo. ....	6	137003 (part)	Douglas, Caspar, Wyo. ....	Fremont, Elkhorn and Mo. Val. R. R.
Goff and Donohoe Station (n. o.), Pa.	1	8176	Goff, Donohoe Station, Pa. ...	Penn's. ....
Goodland, Kans., and Colorado Springs, Colo.	7	34050 (part)	Fairbury, Nebr., Colorado Springs, Colo.	Chicago, Rock Island and Pacific.
Goshen and Alcalde, Cal. ....	2	46038	Goshen, Alcalde, Cal. ....	Southern Pacific R. R. ....
Goshen and Pine Island, N. Y.	2	6010	Goshen, Pine Island, N. Y. ...	N. Y., L. E. and W. ....
Graham and Tazewell C. H., Va.	3	11043	Graham, Tazewell C. H., Va.	Norfolk and Western. ....
Grafton and Woodland, Cal. ...	8	46007	Woodland, Grafton, Cal. ....	California Pacific R. R. ....

parts of railroads over which no railway post-offices run, in operation, etc.—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	
10.31	32,167	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 with St. Charles and Geneva, Ill., pouch service. Connects at Aurora, Ill., with all lines centering there.
30.71	19,103	6	16	July 1, 1886	146	Supplied by Genoa, Nebr., and by Columbus and Alhion, Nebr., R. P. O.
7.31	15,965	21	18	July 1, 1889	114	Supplied by Newburyport and Boston R. P. O., and Portland and Boston R. P. O.
10.32	15,067	14	12	July 1, 1886	285	Connects at Round Rock, Tex., with the Palestine and Laredo, Tex., R. P. O., and Taylor and San Antonio R. P. O.
4.46	5,120	13	4	July 1, 1886	842	<sup>1</sup> 47.50 miles of route 38020, between Argo Junction (n. o.), and Georgetown, Colo., covered by Denver and Georgetown, Colo., R. P. O. (See Table A*).
						<sup>2</sup> 7 round trips only during winter season.
19.30	15,664	12	10	Oct. 21, 1885	229	Connects at Georgetown, Colo., with Denver and Georgetown, Colo., R. P. O.
1.93	1,204	6	2	July 1, 1889	491	<sup>1</sup> Midway and Versailles R. R. (8.32 miles) extended to Georgetown, Ky., February 11, 1889, increasing distance 10.98 miles.
20.64	27,947	13	12	July 1, 1886	232	Gilbertville exchanges pouches with Canton and Mechanic's Falls R. P. O.
						Connects at Gilroy with San Francisco and Santa Margarita R. P. O. Gilroy, Tres Pinos, and Hollister exchange also supplied by closed pouch from San Francisco.
9.65	6,022	6	2	July 1, 1889	64	Connects Lynchburgh and Bristol R. P. O. at Glade Spring.
125.80	91,534	7	38	Aug. 7, 1888	188	<sup>2</sup> Balance of route covered by Rhinelander, Wis., and Minneapolis, Minn., and Sault de Ste. Marie and Gladstone, Mich., R. P. O.'s. Reported last year as part of Sault de Ste. Marie, Mich., and Bruce, Wis., pouch service. (See Sault de Ste. Marie and Gladstone, Mich., R. P. O., Table A*.)
						Supplied by Rhinelander, Wis., and Rhinelander, Wis., and Minneapolis, Minn., R. P. O. Connects at Pembine, Wis., with Iron Mountain, Mich., and Milwaukee, Wis., R. P. O.; at Gagen, Wis., with Ashland and Milwaukee, Wis., R. P. O., and at Hermansville, Mich., with Comas, Mich., and Florence, Wis., R. P. O.
11.03	14,935	13	8	July 1, 1888	406	
13.64	17,023	12	32	July 1, 1889	141	
19.62	11,342	6	8	July 1, 1888	61	
18.90	13,797	7	8	July 1, 1886	88	New service established August 3, 1888.
24.16	15,076	6	6	July 1, 1889	194	Supplied by San Francisco and Santa Rosa, Sonoma and Glen Ellen exchange.
4.20	5,354	12	4	July 1, 1889	80	<sup>1</sup> Balance of route covered by Chadron, Nebr., and Glen Rock, Wyo., R. P. O. Supplied by Glen Rock, Wyo., and by Chadron, Nebr., and Glen Rock, Wyo., R. P. O.
( <sup>1</sup> )	18,567	14	20	July 1, 1889	1,595	<sup>1</sup> Miles of route (185.67) now covered by St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.
61.21	35,859	7	24	July 1, 1889	250	<sup>2</sup> From January 17 to February 10, inclusive, 1889.
						Service extended Huron to Alcalde, January 29, 1889. Supplied by Goeben and Tulare offices.
12.09	15,088	12	12	July 1, 1889	100	Goshen to Huron (40.10 miles) seven round trips per week; Huron to Alcalde (21.11 miles), three round trips per week.
20.89	13,035	6	22	July 1, 1889	269	Connects Lynchburgh and Pocahontas R. P. O. at Graham.
9.92	7,242	7	8	July 1, 1886	65	Connects at Woodland with Rodding and Sacramento R. P. O., and exchanges with Sacramento and Woodland offices.

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.
Grand Ledge and Grand Rapids, Mich.	9	24079	Grand Ledge, Grand Rapids, Mich.	Detroit, Lansing and Northern.
Grand Rapids and Muskegon Mich.	9	24055	Grand Rapids, Muskegon, Mich.	Muskegon, Grand Rapids and Indiana.
Grantsburgh, Wis., and Rush City, Minn.	10	26051	Rush City, Minn., Grantsburgh, Wis.	St. Paul and Duluth .....
Gratiot and Shullsburgh, Wis.	10	125004 (part)	Milton Junction, Shullsburgh, Wis.	Chi., Mil. and St. Paul .....
Gratiot, Wis., and Warren, Ill.	10	125020 (part)	Warren, Ill., Mineral Point, Wis.	Chi., Mil. and St. Paul .....
Great Falls and Rollingsford (n. o.), N. H.	1	1021	Rollingsford (n. o.), Great Falls, N. H.	Boston and Maine R. R. ....
Great Falls and Sandcoulee, Mont.	10	36010	Great Falls, Sandcoulee, Mont.	St. P., Minn. and Manitoba..
Greeley and Ericson, Nebr. . .	6	34061	Greeley, Ericson, Nebr. ....	Burlington and Mo. River in Nebr.
Greenfield and Watkins, Mo. . .	7	28063	Greenfield, Watkins, Mo. . .	Greenfield and Northern....
Green Spring and Romney, W. Va.	3	12014	Green Spring, Romney, W. Va.	Baltimore and Ohio .....
Greensburgh and Columbus, Ind.	5	22040	Greensburgh, Columbus, Ind.	Columbus, Hope and Greensburgh.
Greenwich and Johnsonville, N. Y.	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville.
Greenwood Lake and Sterling Forest, N. Y.	2	7034 (part)	Jersey City, N. J., Greenwood Lake, N. Y.	N. Y. and Greenwood Lake..
Gregory and Rockport, Tex. . .	11	31068	Rockport, Gregory, Tex. ....	San Antonio and Aransas Pass.
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.



parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
-----	13,593	18	17	-----	-----	This route was established by order of September 6, 1888. Service began September 24, 1888, and continued up to and including November 11, 1888 (forty-two working days), at which time it was superseded by R. P. O. service beginning November 12, 1888.
40. 73	76,247	18	34	-----	-----	Connects at Grand Rapids, Mich., with Baldwin and Grand Rapids, Cadillac and Fort Wayne Detroit and Grand Haven, East Saginaw and Howard City, Detroit and Grand Rapids, Grand Rapids and Cincinnati, Grand Rapids and Ekhart, Grand Rapids and La Crosse, and Mackinaw City and Grand Rapids R. P. O.'s. At Muskegon, connects the Big Rapids and Holland, Muskegon and Allegan, and Pentwater and Muskegon R. P. O.'s.
17. 17	10,714	6	6	July 1, 1887	73	Supplied by Rush City, Minn., and by Duluth and St. Paul, Minn., R. P. O.
11. 70	22,071	18	18	July 1, 1887	961	<sup>1</sup> Balance of route covered by Rockford, Ill., and Mineral Point, Wis., R. P. O. (see Table A*), and by Milton Junction and Janesville, Wis., pouch service. Supplied by Gratiot, Wis., and by Rockford, Ill., and Mineral Point, Wis., R. P. O. Warren, Ill., and lines represented there make closed pouches on this route. Connects at Gratiot, Wis., with Gratiot, Wis., and Warren, Ill., pouch service.
7. 15	8,923	12	38	July 1, 1887	1,015	<sup>1</sup> Balance of route covered by Rockford, Ill., and Mineral Point, Wis., R. P. O. (See Table A*) Supplied by Warren, Ill., and by Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Gratiot, Wis., with Gratiot and Shullsburgh, Wis., pouch service, and at Warren, Ill., with Chicago, Freeport, Ill., and Dubuque, Iowa, and Chicago, Irene, Ill., and Dubuque, Iowa, R. P. O.'s.
2. 68	6,689	24	25	July 1, 1889	381	Portland and Boston R. P. O. exchanges pouches with Great Falls, Berwick, and North Conway, and Boston R. P. O.; Great Falls with Dover, Portsmouth and Manchester R. P. O. and Boston.
16. 18	10,096	6	2	-----	-----	New service; established April 1, 1889; supplied by Great Falls, Mont. Connects at Great Falls, Mont., with Great Falls and Helena, Mont., R. P. O. and with Minot, Dak., and Great Falls, Mont., pouch service.
18. 64	5,816	3	8	-----	-----	Supplied by Greeley, Nebr., and by Palmer and Burwell, Nebr., R. P. O.
3. 46	5,042	14	8	Apr. 20, 1888	171	Connects at Watkins, Mo., with Kansas City, Mo., and Memphis, Tenn., R. P. O.
16. 64	20,767	12	10	July 1, 1889	103	Connects Baltimore and Grafton R. P. O. at Green Spring.
26. 89	33,650	12	28	July 1, 1888	140	
15. 34	28,716	18	20	July 1, 1889	286	
15. 83	3,638	6	4	July 1, 1889	468	<sup>1</sup> Balance of route (45.63 miles) covered by Greenwood Lake and New York R. P. O. (See Table A*)
21. 47	18,397	6	6	July 1, 1889	107	Established September 17, 1888. Connects at Gregory, Tex., with Kenedy and Corpus Christi, Tex., R. P. O.
17. 49	21,827	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, and with Grinnell and State Centre, Iowa, pouch service. Connects at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
18. 81	11,737	6	8	July 1, 1887	210	Supplied by initial and terminal offices. Connects at Griswold, Iowa, with Atlantic and Griswold, Iowa, pouch service, and at Red Oak, Iowa, with Burlington and Council Bluffs, Iowa, and with Red Oak, Iowa, and Lincoln, Nebr., R. P. O.'s.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Groton and Doland, Dak.....	10	35035	Doland, Groton, Dak.....	Chicago and Northwestern..
Grosse Isle and Slocum's Junction (n. o.), Mich.	9	24011	Grosse Isle, Slocum Junction (n. o.), Mich.	Michigan Central.....
Groveton Junction and Lancaster, N. H.	1	1006 (part)	Groveton Junction, Concord, N. H.	Boston and Maine R. R. (Lowell system).
Guthrie Center and Menlo, Iowa	6	27059	Menlo, Guthrie Center, Iowa	Chicago, Rock Island and Pacific.
Gypsum and Marquette, Kans.	7	33095	Gypsum, Marquette, Kans..	Council Grove, Smoky Valley and Western.
Hagerstown and Beeson, Ind..	5	22055	Beeson, Hagerstown, Ind...	White Water.....
Halifax and Scotland Neck, N. C.	3	13019	Halifax, Scotland Neck, N. C.	Wilmington and Weldon....
Halstad and Moorhead, Minn.	10	26052	Moorhead, Halstad, Minn ..	St. P., Minn. and Manitoba.
Hamilton and Tarborough, N. C.	3	13032	Hamilton, Tarborough, N. C.	Hamilton R. R. and Lumber Co.
Hammondsport and Bath, N. Y.	2	6096	Bath, Hammondsport, N. Y.	Bath and Hammondsport...
Hampton and Belmond, Iowa.	6	27078	Hampton, Belmond, Iowa ..	Central Iowa .....
Hancock Station (n. o.) and Berkeley Springs, W. Va.	3	12023	Hancock Station, Berkeley Springs, W. Va.	Baltimore and Ohio.....
Hanover Junction and Valley Junction, Pa.	3	8102 (part)	Hanover Junction, Gettysburg, Pa.	Western Maryland .....
Harbor and Ashtabula, Ohio.	5	21068	Ashtabula, Harbor, Ohio ...	Ashtabula Street.....
Harbor Springs and Potoskey, Mich.	9	24056	Harbor Springs, Potoskey, Mich.	Grand Rapids and Indiana ..
Harlem and Andover, Dak....	10	35022	Andover, Harlem, Dak .....	Chi., Mil. and St. Paul .....
Harlan and Avoca, Iowa .....	6	27045	Avoca, Harlan, Iowa .....	Chicago, Rock Island and Pacific.
Harrison (n. o.) and Elk Garden, W. Va.	3	12025	Harrison (n. o.), Elk Garden, W. Va.	West Va., Central and Pittsburgh.
Harrisville and Carthage, N. Y.	2	6134	Harrisville, Carthage, N. Y.	Carthage and Adirondack ..
Harrodsburgh Junction and Harrodsburgh, Ky. <sup>1</sup>	5	20021	Harrodsburgh, Harrodsburgh Junction, Ky.	Louisville Southern .....
Hart and Mears, Mich .....	9	24046	Hart, Mears, Mich .....	Chicago and West Michigan.
Hartington and Wakefield, Nebr.	6	34022	Wakefield, Hartington, Nebr.	Chicago, St. Paul, Minn. and Omaha.
Hart's Road and Jacksonville, Fla.	4	16009	Hart's Road, Jacksonville, Fla.	Fla. Cent. and Pen. R. R. ...
Hartland and Pittsfield, Me ...	1	26	Hartland, Pittsfield, Me....	Seaboard and Moosehead R. R.
Hartwell and Bowersville, Ga.	4	15029	Hartwell, Bowersville, Ga..	Rich. and Dan .....
Harwood and Gonzales, Tex...	11	31040	Harwood, Gonzales, Tex....	Galveston, Harrisburg, and San Antonio (So. Pac.).

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
39.24	24,486	6	20	July 1, 1888	<i>Pounds.</i> 98	Supplied by initial and terminal offices. Connects at Groton, Dak., with St. Paul, Minn., and Mitchell, Dak., R. P. O., and at Doland, Dak., with Tracy, Minn., and Redfield, Dak., R. P. O.
2.41	1,504	6	1	July 1, 1884	27	At Slocum's Junction (n. o.), Mich., connects with the Detroit and Toledo R. P. O., day line.
9.58	11,956	12	22	July 1, 1889	2,853	Balance of route (136.30 miles) covered by R. P. O. service. (See Table A*.) Lancaster and Boston R. P. O. exchanges with Northumberland, Groveton, and Portland and Island Pond R. P. O., this R. P. O. with Northumberland and Lancaster, Lancaster with Groveton and Northumberland.
14.96	9,335	6	14	July 1, 1887	214	Supplied by Stuart, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O.
(1)	9,794	(1)	8	July 1, 1889	1,861	<sup>1</sup> Miles of route (27.51) covered by Gypsum and Marquette, Kans., R. P. O. <sup>2</sup> From July 10, 1888. <sup>3</sup> Trains west-bound carry closed pouches; east-bound service is performed by Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O. (See Table A*.)
14.15	8,830	6	2	July 1, 1888	14	
19.64	12,255	6	16	July 1, 1888	157	Connects Washington and Wilmington R. P. O. at Halifax.
34.51	10,767	3	10	July 1, 1887	84	Supplied by Moorhead, Minn. Connects at Moorhead, Minn., with Boundary Line (n. o.), Dak., and St. Paul, Minn.; Fargo, Dak., Willmar, and St. Paul, Minn., and St. Paul, Minn., and Mandan, Dak., R. P. O.'s.
20.65	12,886	6	6	July 1, 1888	50	Connects Williamson and Rocky Mountain R. P. O. at Tarborough.
9.40	17,597	18	12	July 1, 1885	260	
22.96	14,327	6	12	July 1, 1887	67	Supplied by initial and terminal offices. Connects at Hampton, Iowa, with Mason City and Albia, Iowa, and with Bremer and Hampton, Iowa, R. P. O.'s. Connects at Belmond, Iowa, with Mason City and Fort Dodge, Iowa, R. P. O., and with Forest City and Dows, Iowa, pouch service.
6.41	10,000	15	7	July 1, 1889	169	Connects Baltimore and Grafton R. P. O. at Hancock Station (n. o.).
96.65	8,274	12	8	July 1, 1889	739	<sup>1</sup> Balance of route (23.30 miles), covered by Glyndon and Gettysburgh R. P. O. (See Table A*.)
4.01	7,632	19	6	July 1, 1888	88	<sup>1</sup> Service performed on street cars.
8.20	10,234	12	11	July 1, 1887	236	At Petoskey, Mich., connects Mackinaw City and Grand Rapids R. P. O.'s.
55.79	34,813	6	32	Mar. 24, 1887	165	Supplied by initial and terminal offices. Connects at Audover, Dak., with St. Paul, Minn., and Mitchell, Dak., R. P. O.
14.35	8,954	6	10	July 1, 1887	236	Supplied by Avoca, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Avoca, Iowa, with Avoca and Carson, Iowa, pouch service.
7.15	8,023	12	4	.....	.....	Connects Cumberland and Davis R. P. O. at Harrison, (n. o.).
21.71	13,547	6	6	July 1, 1889	164	
.....	5,913	24	16	July 1, 1883	349	<sup>1</sup> Railway post-office service established on this route November 27, 1888. (See Louisville and Burgin R. P. O., Table A*.)
4.15	2,590	6	8	July 1, 1884	70	At Mears, Mich., connects Pentwater and Muskegon R. P. O.
33.94	21,178	6	22	July 1, 1886	152	Supplied by initial and terminal offices and by Sioux City, Iowa, and Norfolk, Nebr., R. P. O.
25.41	18,549	7	8	July 1, 1884	141	
8.58	10,708	12	12	July 1, 1889	183	Supplied by initial and terminal offices and Bangor and Boston R. P. O.
10.22	12,754	12	4	July 1, 1888	164	
12.62	15,748	12	8	July 1, 1886	206	Connects at Harwood, Tex., with Houston and Eagle Pass, Tex., R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Hastings and Red Cloud, Nebr.	6	131029 (part)	Hastings, Oxford, Nebr. ....	Burlington and Mo. River in Nebr.
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, Watertown and Ogdensburg.
Hausser and Cœur d'Alene, Idaho.	8	42002	Hausser, Cœur d'Alene, Idaho.	Spokane Falls and Idaho R. R.
Hayt's Corners and Willard, N. Y.	2	6128	Hayt's Corners, Willard, N. Y.	Geneva, Ithaca and Sayre...
Hazel Creek Bridge and Audenreid, Pa.	2	8012	Hazel Creek Bridge, Audenreid, Pa.	Lehigh Valley.....
Henderson and Overton, Tex. ...	11	31015	Henderson, Overton, Tex. ...	International and Great Northern.
Henderson and Oxford, N. C. ...	3	13014	Oxford, Henderson, N. C. ...	Oxford and Henderson.....
Herlington and Salina, Kans. ...	7	33006	Herlington, Salina, Kans. ....	Chicago, Rock Island and Pacific.
Highlands and Branchport Junction, N. J.	2	7026 (part)	Highlands, Whitinga, N. J. ..	Central R. R. of N. J. ....
Hilbert and Appleton, Wis. ...	10	25040	Hilbert, Appleton, Wis. ....	Milwaukee and Northern...
Hilliard's and Branchton Junction, Pa.	2	8152	Branchton Junction, Hilliard's, Pa.	Pittsburgh, Shenango and Lake Erie.
Hillsborough and Sardinia, Ohio.	5	21066	Hillsborough, Sardinia, Ohio	Ohio and Northwestern.....
Hilldale and New Almaden, Cal.	8	40064	Hilldale, New Almaden, Cal.	Southern Pacific R. R. ....
Hinckley and St. Cloud, Minn. ...	10	26049	St. Cloud, Hinckley, Minn. ..	St. P., Minn. and Manito...
Hodgensville and Elizabethtown, Ky.	5	20038	Elizabethtown, Hodgenville, Ky.	Hodgensville and Elizabethtown.
Hodges and Abbeville, S. C. ....	4	14009	Hodges, Abbeville, S. C. ....	Rich. and Dan .....
Hogan and Dexterville, Wis. ...	10	25065	Dexterville, Hogan, Wis. ....	Wis., Pitta. and Superior....
Hoisington and Great Bend, Kans.	7	33071	Hoisington, Great Bend, Kans.	Kansas and Colorado .....
Holidaysburgh Junction (n. o.) and Newry, Pa.	2	4140	Holidaysburgh Junction, Newry, Pa.	Penn'a.....
Holyoke and Westfield, Mass. ...	1	3069	Holyoke, Westfield, Mass. ...	New Haven and Northampton R. R. -
Homer and Gibsland, La. ....	11	30018	Gibsland, Homer, La. ....	Louisiana North and South.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
41.48	25,883	6	18	July 1, 1886	Pounds. 4,566	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 Kansas City, Mo., and Oxford, Neb., R. P. O.
22.14	13,815	6	10	July 1, 1887	189	Balance of route covered by Kansas City, Mo., and Oxford, Nebr., R. P. O. (See Table A <sup>1</sup> .)
13.54	16,898	12	24	July 1, 1889	152	Supplied by Hastings, Iowa, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Hastings, Iowa, with Carson and Hastings, Iowa, pouch service.
13.88	10,182	7	18	Mar. 14, 1887	112	Connects at Hanser with Spokane Falls and Portland R. P. O. Supplied by Spokane Falls.
5.75	12,558	21	15	July 1, 1889	151	
8.52	18,008	21	12	July 1, 1889	163	
17.01	12,417	7	6	July 1, 1886	229	Connects at Overton, Tex., with Texarkana, Ark., and Houston, Tex., R. P. O.
13.50	8,424	6	12	July 1, 1888	272	Connects Norfolk and Raleigh R. P. O. at Henderson.
(1)	24,390	7	16	July 1, 1889	221	<sup>1</sup> Miles of route (49.69) now covered by Herington and Salina, Kans., R. P. O.
11.81	29,478	24	24	July 1, 1889	671	<sup>2</sup> From October 8 to November 20, 1888, inclusive.
21.94	27,381	12	16	July 1, 1887	144	<sup>1</sup> Balance of route (30.41 miles) covered by Red Bank and Bridgeton R. P. O. (see Table A <sup>1</sup> ), and no service 3.90 miles, Branchport Junction and Easton town.
10.47	12,467	12	16	July 1, 1889	88	Supplied by Appleton, Wis., and Cy. Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. Connects at Menasha, Wis., with Fort Howard, Wis., and Chicago, Ill., R. P. O.; at Appleton, Wis., with Ashland and Milwaukee, Wis., R. P. O.; and at Neenah, Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O.
19.42	12,118	6	22	July 1, 1888	170	
10.20	7,446	7	6	July 1, 1889	89	New service established October 11, 1888.
68.24	42,583	6	16	July 1, 1887	76	Connects at Hillsdale with San Francisco and Santa Margarita R. P. O., San Francisco and New Almaden exchanges.
11.70	7,301	6	4	July 1, 1889	124	Supplied by initial and terminal offices. Connects at Hineley, Minn., with Duluth and St. Paul, Minn., R. P. O.; at St. Cloud, Minn., with Boundary Line (n. o.), Dak., and St. Paul, Minn., and St. Cloud and Willmar, Minn., R. P. O.'s; and at Milaca, Minn., with Milaca and Elk River, Minn., pouch service.
11.85	14,788	12	4	July 1, 1888	162	
15.72	9,809	6	4	Aug. 25, 1888	17	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 Dexterville Junction and Vesper, Wis., pouch service.
10.34	15,096	14	8	July 1, 1888	92	Connects at Great Bend, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Great Bend and Scott, Kans. R. P. O. Connects at Holsington, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.
3.06	3,819	12	10	July 1, 1889	84	
16.54	16,342	15	9	July 1, 1889	185	Holyoke exchanges with Westfield and Williamsburgh and New Haven R. P. O.
19.63	28,639	14	8	July 1, 1889	184	Connects at Gibeland, La., with Meridian, Miss., and Shreveport, La., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Honesdale and Carbondale, Pa.	2	8116	Honesdale, Carbondale, Pa.	Delaware and Hudson Canal Co.
Honesdale and Lackawaxen, Pa.	2	8009	Honesdale, Lackawaxen, Pa.	N. Y., Lake Erie and Western
Honey Grove and Ladonia, Tex.	11	31053 (part)	Dallas, Honey Grove, Tex.	Gulf, Colorado and Santa Fé
Hope and Ripon, Dak.	10	35003 (part)	Brockenridge, Minn., Hope, Dak.	St. P., Minn. and Manitoba
Hope Valley and Wood River Junction (n. o.), R. I.	1	4009	Wood River Junction (n. o.), Hope Valley, R. I.	Wood River Branch R. R.
Hopewell Junction and Wicopee Junction, N. Y.	2	6125	Hopewell Junction, Wicopee Junction, N. Y.	N. Y. and New England
Hortonville and Oshkosh, Wis.	10	25046	Oshkosh, Hortonville, Wis.	Mil., L. S. and Western
Houlton, Me., and New Brunswick Line (n. o.).	1	16	Houlton, Me., New Brunswick Line (n. o.)	New Brunswick R. R.
Houston and Alvin, Tex.	11	31047	Houston, Alvin, Tex.	Gulf, Colorado and Santa Fé.
Houston and Columbia, Tex.	11	31008	Houston, Columbia, Tex.	International and Great Northern.
Houston and Sealy, Tex.	11	31020	Houston, Sealy, Tex.	Texas Western.
Howard City and Grand Rapids, Mich.	9	24070	Howard City, Grand Rapids, Mich.	Detroit, Lansing and Northern.
Humboldt and Republic, Mich.	10	24053	Humboldt, Republic, Mich.	Dul., So. Shore and Atlantic
Hunter and Phœnicia, N. Y.	2	6118	Phœnicia, Hunter, N. Y.	Stony Clove and Catskill
Hunter's Run and Pine Grove Furnace, Pa.	2	8052 (part)	Carlisle, Pine Grove Furnace, Pa.	Gettysburgh and Harrisburg.
Huntsville and Phelps, Tex.	11	31034	Phelps, Huntsville, Tex.	International and Great Northern.
Huron and Norwalk, Ohio	5	21087	Huron, Norwalk, Ohio.	Wheeling and Lake Erie.
Hutchinson and Glencoe, Minn.	10	26056	Glencoe, Hutchinson, Minn.	Chi., Mil. and St. Paul.
Hutchinson Junction (n. o.) and Hutchinson, Minn.	10	26060	Hutchinson Junction (n. o.), Hutchinson, Minn.	St. P., Minn., and Manitoba.

parts of railroads over which no railway post-offices run, in operation, etc.—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.
					<i>Pounds.</i>	
17.48	43,630	24	30	July 1, 1889	245	
24.94	46,688	18	36	July 1, 1889	509	
12.30	17,958	14	6	Feb. 16, 1887	156	<sup>1</sup> 68.41 miles of route No. 31053, between Ladonia and Dallas, Tex., covered by Paris and Weatherford, Tex. R. P. O. (See Table A*.) Connects at Honey Grove, Tex., with the Texarkana, Ark., and Whitesborough, Tex., R. P.O., and at Ladonia, Tex., with Paris and Weatherford, Tex., R. P. O.
20.84	9,319	3	16	July 1, 1886	763	<sup>1</sup> Balance of route covered by Larimore, Dak., and Breckenridge, Minn., R. P. O. (See Table A*.) Supplied by Ripon, Dak., and by Larimore, Dak., and Breckenridge, Minn., R. P. O.
5.93	11,101	18	14	July 1, 1889	168	Providence and New London R. P. O. with Hope Valley and Woodville.
11.23	10,511	9	28	July 1, 1885	1,051	
23.77	23,665	12	12	July 1, 1887	156	Supplied by Oshkosh, Wis., and by Ashland and Milwaukee, Wis., R. P. O. Connects 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 Oshkosh and Milwaukee, Wis., R. P. O's
4.00	8,736	21	22	July 1, 1889	392	Houlton exchanges with Vanceborough and Bangor R. P. O., Calais, Caribou, Presque Isle, Fort Fairfield, St. Andrews, and Vanceborough and Andover R. P. O.
23.71	43,270	14	10	July 1, 1886	447	Makes Houston, Tex., connections and connects at Alvin, Tex., with Newton, Kans., and Galveston, Tex., R. P. O.
51.00	15,912	3	16	July 1, 1886	139	Makes Houston, Tex., connections.
52.87	16,495	3	9	July 1, 1886	46	Makes Houston, Tex., connections, and connects at Sealy, Tex., with the Newton, Kans., and Galveston, Tex., R. P. O.
34.48	20,757	6	14	July 1, 1888	369	At Grand Rapids, Mich., connects the Baldwin and Grand Rapids, Cadillac and Fort Wayne, Detroit and Grand Haven, Detroit and Grand Rapids, Grand Rapids and Cincinnati, Grand Rapids and Elkhart, Grand Rapids and LaCrosse, and Mackinaw City and Grand Rapids R. P. O's. At Howard City connects the East Saginaw and Howard City R. P. O.
8.61	6,285	7	4	July 1, 1884	60	Order June 25, 1889, discontinuing this route to take effect June 17, 1889.
15.11	18,857	12	20	July 1, 1889	320	Supplied by Humboldt, Mich., and by Mackinaw City and Houghton, Mich., R. P. O's. Connects at Republic, Mich., with Republic and Iron Mountain, Mich., pouch service.
( <sup>1</sup> ) 8.97	11,195	12	4	July 1, 1886	213	<sup>1</sup> Balance of route (10 miles) covered by Carlisle and Gettysburg R. P. O. (See Table A*.)
8.38	12,234	14	6	July 1, 1886	213	Connects at Phelps, Tex., with the Texarkana, Ark., and Houston, Tex., R. P. O.
14.13	17,634	12	8	July 1, 1888	90	
14.24	17,771	12	10	Dec. 1, 1886	76	Supplied by Glencoe, Minn., and by St. Paul, Ortonville, Minn., and Fargo, Dak., R. P. O. Connects at Hutchinson, Minn., with Hutchinson Junction (n.o.), and Hutchinson, Minn., pouch service.
53.46	33,322	6	15	July 1, 1888	64	Supplied by Minneapolis, Minn., connects at Hutchinson Junction, Minn., with Fargo, Dak., Willmar, and St. Paul, Minn., R. P. O.; at Excelsior, Minn., with St. Paul, Minn., and Watertown, Dak., R. P. O.; and at Hutchinson, Minn., with Hutchinson and Glencoe, Minn., 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.
Ignacio Station (n. o.) and Junction (n. o.), Cal.	8	46036	Junction (n. o.), Ignacio Station (n. o.), Cal.	Marine and Napa R. R. Co.
Inman and Victoria, Tenn.	5	19025	Inman, Victoria, Tenn.	Nashville, Chattanooga and St. Louis.
Ione and Galt, Cal.	8	46023	Galt, Ione, Cal.	Central Pacific R. R.
Iron City and Pinkney, Tenn.	5	19023	Iron City, Pinkney, Tenn.	Nashville, Florence and Sheffield.
Iron River Junction (n. o.) and Watersmeet, Mich.	10	24038	Iron River Junction, Watersmeet, Mich.	Chicago and Northwestern.
Irwin and Blackburn, Pa.	2	8129	Irwin, Blackburn, Pa.	Youghiogheny.
Isabel and Brownsville, Tex.	11	81018	Brownsville, Isabel, Tex.	Rio Grande.
Jackson and Allenville, Mo.	7	28048	Allenville, Jackson, Mo.	St. Louis, Iron Mountain and Southern.
Jacksonville and Mayport, Fla.	4	16036	Jacksonville, Mayport, Fla.	J. May., Pub. Hy. and Nav. Co.
Jacksonville and Pablo Beach, Fla.	4	16030	Jacksonville, Pablo Beach, Fla.	Jacksonville and Atlantic R. R.
Jacksonville and St. Augustine, Fla.	4	16016	Jacksonville, St. Augustine, Fla.	J. St. Aug. and Hal. River R. R.
Jamaica and Brooklyn, N. Y.	2	6124	Brooklyn, Jamaica, N. Y.	Long Island.
Jamestown and Burr Oak, Kans.	7	33032	Jamestown, Burr Oak, Kans.	Central Branch Union Pacific.
Jameville and Washington, N. C.	3	13013	Jameville, Washington, N. C.	Jameville and Washington.
Jameville and Afton, Wis.	10	26052	Afton, Jameville, Wis.	Chicago and Northwestern.
Jasper and Huntingburgh, Ind.	5	22032 (part)	Evansville, Jasper, Ind.	Louisville, Evansville and St. Louis.
Jefferson Junction and Susquehanna, Pa.	2	8064 (part)	Carbondale, Susquehanna, Pa.	N. Y., Lake Erie and W.
Jeffersonville and Watson, Ind.	5	22056	Jeffersonville, Watson, Ind.	Ohio and Mississippi.
Johnson Junction (n. o.) and Hillsborough, Ky.	5	20019	Johnson Junction (n. o.), Hillsborough, Ky.	Cincinnati and South Eastern.
Johnsonville and Stoneville, Miss.	4	18013	Stoneville, Johnsonville, Miss.	Rich. and Dan. R. R.
Joplin and Neesho, Mo.	7	28069	Joplin, Neesho, Mo.	Kansas City, Fort Smith and Southern.
Juab and Frisco, Utah.	8	41001 (part)	Juab, Frisco, Utah.	Utah Central R. R.
Junction and Columbia, Pa.	2	8031 (part)	Columbia, Sinking Spring, 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, Kaaterskill Junction, N. Y.	Kaaterskill.
Kalamazoo and Hastings, Mich.	9	24077	Kalamazoo, Hastings, Mich.	Chicago, Kalamazoo and Saginaw.



parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
7.50	5,475	7	8	July 1, 1889	90	New service established August 3, 1888. Supplied by San Francisco.
5.68	3,544	6	2	July 1, 1888	104	
27.85	20,331	7	24	.....	.....	Connects at Galt with Sacramento and San Francisco R. P. O.
11.65	5,173	6	6	July 1, 1889	46	Service established October 15, 1888.
54.79	39,967	7	8	July 1, 1884	88	Supplied by Florence, Wis., and Watersmeet, Mich. Connects at Iron River Junction (n.o.), Mich., with Crystal Falls, Mich., and Florence, Wis., pouch service; and at Watersmeet, Mich., with Ashland and Milwaukee, Wis., R. P. O.
8.53	5,323	6	4	July 1, 1889	60	
23.16	16,906	7	12	July 1, 1886	26	<sup>1</sup> Isabel and Brownsville, Tex., exchange pouches. Also exchanges pouches three times a month, with New Orleans, La., by steamer.
16.80	20,966	12	20	July 1, 1887	139	Connects at Allenville, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O.
18.61	11,612	6	10	July 1, 1889	102	
17.38	10,845	12	6	Feb. 4, 1887	44	
37.71	55,071	14	12	July 1, 1888	1,008	
9.18	11,457	12	19	July 1, 1889	469	
33.86	21,129	6	24	July 1, 1886	381	Connects at Jamestown, Kans., with Atchison and Lenora, Kans., R. P. O., and at Mankato, Kans., with St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.
23.31	14,545	6	14	July 1, 1888	230	Connects Norfolk and Edenton R. P. O. at Jamesville by boat between Jamesville and Edenton.
6.69	12,524	18	10	July 1, 1887	168	Connects Chicago, Ill., and Winona, Minn., R. P. O. (day line) with Jamesville, Wis., and lines centering there.
6.97	13,048	18	14	July 1, 1888	717	<sup>1</sup> Balance of route (47.39 miles) covered by Louisville, Huntingburgh and Evansville R. P. O. (See Table A*.)
<sup>1</sup> 3.80	4,742	12	4	July 1, 1885	231	<sup>1</sup> Balance of route (35.71 miles) covered by Nineveh and Carbondale R. P. O. (See Table A*.)
7.50	10,830	13	10	.....	.....	Service established October 10, 1888.
16.91	18,040	6	<sup>1</sup> 10	July 1, 1884	111	<sup>1</sup> Six round trips per week over whole line, and twelve additional round trips per week between Johnson Junction and Flemingsburgh, Ky.; distance, 6 miles.
20.44	12,754	6	6	July 1, 1888	68	
20.37	10,063	13	10	July 1, 1889	68	New service from February 18, 1889. Connects at Joplin, Mo., with Fort Scott, Kans., and Webb City, Mo., R. P. O., Girard and Galena, Kans., R. P. O., Kansas City and Joplin, Mo., R. P. O., and Oronogo and Joplin, Mo., pouch service. Connects at Neosho, Mo., with Monett, Mo., and Vinita, Ind. T., R. P. O.
139.15	101,580	7	32	July 1, 1886	837	Connects with Salt Lake and Juab R. P. O. All offices supplied by that line. (See Ogden and Salt Lake, and Salt Lake and Juab R. P. O. for balance of route, Table A*.)
<sup>1</sup> 11.73	14,639	12	8	July 1, 1889	536	<sup>1</sup> Balance of route (28 miles) covered by Reading and Quarryville R. P. O. (See Table A*.)
2.96	2,161	7	2	July 1, 1887	73	Connects Centralia and Cairo R. P. O. with Mound City, Ill.
7.40	2,309	<sup>1</sup> 12	12	July 1, 1889	221	<sup>1</sup> Service only three months in the year.
31.08	38,788	12	22	July 1, 1889	143	At Kalamazoo connects the Cadillac and Fort Wayne, Detroit, and Chicago, Grand Rapids and Elkhart, Grand Rapids and Cincinnati and Kalamazoo and South Haven, R. R. O's. At Hastings connects the Detroit and Grand Rapids, R. P. O's.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Katahdin Iron Works and Milo Junction (n. o.), Me. Keathley and Clinton, Tenn.	1 5	9 19023	Milo Junction (n. o.), Katahdin Iron Works, Me. Keathley, Clinton, Tenn.....	Bangor and Katahdin Iron Works R. R. East Tennessee, Virginia and Georgia.
Keating and Karthans, Pa.... Kenesaw and Kearney, Nebr..	2 6	8167 34030	Keating, Karthans, Pa..... Kenesaw, Kearney, Nebr...	Penn'a..... Burlington and Missouri River in Nebr.
Kennebunk Port and Kennebunk Station (n. o.), Me. Kensett and Searcy, Ark'.....	1 11	27 29011	Kennebunk Port, Kennebunk Station (n. o.), Me. Searcy, Kensett, Ark.....	Boston and Maine R. R..... Searcy and West Point.....
Keokuk, Iowa, and Warsaw, Ill.	6	23027 (part)	State Line (n. o.), Warsaw, Ill.	Toledo, Peoria and Western.
Kercheval and Cannelton, Ind.	5	22052	Kercheval, Cannelton, Ind.	Louisville, Evansville and St. Louis.
Kildare and Linden, Tex.....	11	31069	Kildare, Linden, Tex.....	Kildare and Linden.....
Kingfield and Strong Station (n. o.), Me. Kingston and Rome, Ga..... Kingston Depot and Narragansett Pier, R. I.	1 4 1	25 15008 4007	Strong Station (n. o.), Kingfield, Me. Kingston, Rome, Ga..... Kingston Depot, Narragansett Pier, R. I.	Franklin and Megantic R. R. Rome R. R..... Narragansett Pier R. R.....
Kingsville and Yosemite, Ky. Kinkora and Julinstown, N. J. Kinross Junction and Smethport, Pa. Kittery Junction (n. o.) and York Beach, Me.	5 2 2 1	20028 7012 8132 26	Kingsville, Yosemite, Ky.. Kinkora, Julinstown, N. J.. Bradford, Smethport, Pa.. Kittery Junction (n. o.), York Beach, Me.	Cincinnati and Green River. Penn'a..... Brad., B. and K..... York Harbor and Beach R. R.
La Crosse and Goodland, Ind'..	5	22028	La Crosse, Attica, Ind.....	Chicago and Indiana Coal ..
La Crosse Junction (n. o.) and Connell, Wash.	8	43006 (part)	Connell, La Crosse Junction, (n. o.), Wash.	Oregon Rwy. and Navigation Co..
La Harpe, Ill., and Burlington, Iowa.	6	23076	La Harpe, Ill., Burlington, Iowa.	Toledo, Peoria and Western.
La Jose and Hastings, Pa..... Lake City and Cadillac, Mich.	2 9	8182 24060	La Jose, Hastings, Pa..... Cadillac, Lake City, Mich..	Cambria and Clearfield..... Cadillac and Northeastern..
Lake City and Fort White, Fla. Lake George and Fort Edward, N. Y.	4 2	16032 6032	Lake City, Fort White, Fla. Fort Edward, Lake George, N. Y.	Savannah, Fla. and Western. Delaware and Hudson Canal Co.
Lake Linden and Junction (n. o.), Mich.	10	24069	Junction, Lake Linden, Mich.	Hancock and Calumet .....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
18.90	23,587	12	12	July 1, 1889	72	Connects Greenville and Bangor R. P. O. at Milo Junction.
-----	7,933	6	10	July 1, 1889	811	<sup>2</sup> Oliver Springs and Keathley (18.06 miles) extended to Clinton, Tenn., September 17, 1888, increasing distance 13.83 miles. On December 27, 1888, R. P. O. service established, and is now known as Keathley and Knoxville, R. P. O. (See Table A*.)
22.17	13,834	6	6	July 1, 1889	69	
24.57	17,936	7	16	July 1, 1886	369	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.
4.07	11,566	24	26	July 1, 1889	192	Supplied by Portland and Boston R. P. O's.
4.76	12,161	21	12	July 1, 1886	286	<sup>1</sup> Connects at Kensett, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
						<sup>2</sup> Train four times daily to Searcy, Ark., and three times daily back to Kensett, Ark.
6.37	7,950	12	6	July 1, 1887	1,607	<sup>1</sup> Balance of route covered by Logansport, Ind., and Keokuk, Iowa, R. P. O. Supplied by Keokuk, Iowa, and by Logansport, Ind., and Keokuk, Iowa, R. P. O.
22.50	28,080	12	26	July 1, 1888	82	
13.26	8,274	6	4	-----	-----	Established April 1, 1889.
						Connects at Kildare, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.
15.19	9,478	6	22	July 1, 1889	151	Connects at Strong Station, Mo., with Farmington and Lewiston R. P. O.
19.20	25,996	13	8	July 1, 1888	261	
8.50	15,912	18	40	July 1, 1889	433	Providence and New London R. P. O. exchange with Narragansett Pier, Gould, Peacedale, Rocky Brook, and Wakefield, Narragansett Pier with Providence and Boston, Providence and New York R. P. O.
11.76	7,338	6	8	July 1, 1884	83	
9.87	12,318	12	12	July 1, 1889	147	
<sup>1</sup> 15.84	19,768	12	20	July 1, 1889	268	<sup>1</sup> Balance of route (10.34 miles) covered by Wells-ville and Bradford R. P. O. (See Table A*.)
11.33	14,140	12	20	July 1, 1889	143	Connects at Kittery Junction with North Conway and Boston R. P. O., and Bangor and Boston R. P. O.
49.30	15,677	6	18	July 1, 1888	343	<sup>1</sup> Service established December 27, 1888.
						<sup>2</sup> Balance of route, Goodland to Attica, Ind. (31.63 miles), covered by Monmouth and Brazil R. P. O. (See Table A*.)
53.70	33,509	6	12	July 1, 1886	400	Connects at La Cross Junction with Farmington and Pendleton R. P. O., and at Council with Spokane and Portland R. P. O. 27.80 miles of route; Moscow to Colfax, balance of route, covered by Farmington and Pendleton R. P. O. (See Table A*.)
20.10	25,085	12	10	July 1, 1887	141	Supplied by Burlington, Iowa, and by Logansport, Ind., and Burlington, Iowa, R. P. O. Connects at Burlington, Iowa, with all lines centering at that point.
14.38	8,973	6	8			
13.65	17,035	12	5	Feb. 1, 1886	82	At Cadillac, connects the Cadillac and Fort Wayne and Mackinaw City and Grand Rapids R. P. O's.
21.93	27,369	12	6	July 1, 1888	56	
15.95	27,370	<sup>130</sup> 268	6	July 1, 1889	611	<sup>1</sup> 12 round trips for 9 months, and 30 round trips for 3 months, per week. <sup>2</sup> 44 pouches daily for 9 months, and 68 pouches daily for 3 months.
3.35	4,891	16	10	Sept. 10, 1886	225	Supplied by Houghton and Calumet, Mich., and by Mackinaw City and Houghton, Mich., R. P. O. Connects at Junction (n.o.), Mich., with Calumet and Houghton, Mich., 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.
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.....
La Moure and Edgely, Dak....	10	135015 (part)	Fargo, Edgely, Dak.....	Northern Pacific.....
Lanes and Georgetown, S. C....	4	14020	Lanes, Georgetown, S. C....	Georgetown and West. R. R.
Lansdale and Norristown, Pa....	2	8098	Norristown, Lansdale, Pa....	Stony Creek .....
Latrobe and Ligonier, Pa.....	2	8118	Latrobe, Ligonier, Pa.....	Ligonier Valley.....
Lawrence and Carbondale, Kans.	7	33014	Lawrence, Carbondale, Kans.	Lawrence, Emporia and Southwestern.
Lawrence and Lowell, Mass....	1	3017	Lowell, Lawrence, Mass....	Boston and Maine R. R. (Lowell system).
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.), Lawrenceburgh, Ind.	Cincinnati, Indianapolis, St. L. and Chicago.
Lawton and South Haven, Mich.	9	24063	Lawton, South Haven, Mich.	Toledo and South Haven ...
Leadville and Aspen, Colo....	7	138034 (part)	Colorado Springs, Aspen, Colo.	Colorado Midland.....
Leavenworth and Menager, Kans.	7	33099	Menager Junction (n.o.), Leavenworth Station (n.o.), Kans.	Kansas City, Wyandotte and Northwestern.
Leaman Place and Strasburgh, Pa.	2	8026	Strasburgh, Leaman Place, Pa.	Strasburgh .....
Lebanon and Cornwall, Pa.....	2	8149	Lebanon, Cornwall, Pa.....	Cornwall .....
Lebanon Station (n.o.) and Albany Junction (n.o.), Oregon.	8	44010	Albany Station (n.o.), Lebanon Station (n.o.), Oregon.	Oregon and California R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—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.
18.80	11,731	6	10	July 1, 1887	216	Supplied by Worthington, Minn., and by Cedar Rapids, Iowa, and Watertown, Dak., R. P. O. Connects at Worthington, Minn., with St. Paul, Minn., and Council Bluffs, Iowa, and with Worthington, Minn., and Mitchell, Dak., R. P. O's.
5.51	3,438	0	4	July 1, 1880	39	Supplied by closed pouches from Baltimore, Md.
21.90	13,606	0	8	July 1, 1880	425	<sup>1</sup> Balance of route covered by Fargo and La Moure, Dak., R. P. O. (See Table A <sup>2</sup> .) Supplied by initial and terminal offices and by Fargo and La Moure, Dak., R. P. O. Connects at Edgely, Dak., with Edgely and Aberdeen, Dak., pouch service, and at La Moure, Dak., with Jamestown and Oakes, Dak., R. P. O.
36.00	26,280	7	6	July 1, 1888	267	Connects at Lawrence, Kans., with Kansas City, Mo., and Denver, Colo., R. P. O., Kansas City, Mo., and Pueblo, Colo., R. P. O., Lawrence and Gridley, Kans., R. P. O., and Leavenworth and Lawrence, Kans., R. P. O.; at Richland, Kans., with Topeka and Fort Scott, Kans., R. P. O.; at Carbondale, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O.
10.80	0,090	9	15	July 1, 1880	141	
10.80	13,478	12	12	July 1, 1889	167	
34.75	21,060	6	10	July 1, 1880	59	
14.08	30,751	21	20	July 1, 1880	165	Tewksbury exchanges with Boston, Lowell, and St. Albans and Boston R. P. O., Lowell with Lawrence and Portland and Boston R. P. O.
22.33	41,802	18	40	July 1, 1880	129	Connects at Salem and Lawrence with Portland and Boston R. P. O., and Manchester, Lawrence, and Boston R. P. O.
2.50	4,945	10	8	July 1, 1888	388	<sup>1</sup> One round trip daily, and two round trips daily, except Sunday.
36.03	24,853	12	34	July 1, 1884	130	At Lawton, Mich., connects Detroit and Chicago R. P. O. At Hartford connects Grand Rapids and La Crosse R. P. O. At South Haven connects Kalamazoo and South Haven R. P. O. This line was extended from Hartford to South Haven, Mich., increasing distance 15.83 miles. The annual miles were computed on the basis of 270 days from July 1, 1888, to May 13, 1889, at the old distance (20.21 miles), and 42 days, May 13 to June 30, 1889, inclusive, with 36.03 miles as the distance.
80.55	30,477	( <sup>2</sup> )	28	July 1, 1880	671	New service from January 28, 1889. Connects at Leadville, Colo., with Colorado Springs and Leadville, Colo., R. P. O., Denver and Aspen, Colo., R. P. O., and Denver and Leadville, Colo., R. P. O.; at Aspen Junction (n. o.), Colo., with Aspen Junction (n. o.) and New Castle, Colo., pouch service, and at Aspen, Colo., with Denver and Aspen, Colo., R. P. O.
9.89	6,666	20	10	-----	-----	<sup>1</sup> 135.50 miles of route 38034, between Colorado Springs and Leadville, Colo., covered by Colorado Springs and Leadville, Colo., R. P. O. (See Table A <sup>2</sup> .) <sup>2</sup> Seven round trips between Leadville and Aspen, Colo., and seven between Aspen Junction (n. o.) and Aspen, Colo. (18.40 miles). New service from March 5, 1889. Makes Leavenworth, Kans., connections; also connects at Lansing, Kans., with Leavenworth and Lawrence, Kans., R. P. O., and at Menager Junction (n. o.), Kans., with Kansas City, Mo., and Seneca, Kans., R. P. O.
5.25	6,552	12	8	July 1, 1880	58	Connects at Albany Junction (n. o.) with Portland, Oregon, and San Francisco, Cal., R. P. O.; at Tollman with Portland and Coburg R. P. O.
6.25	7,800	12	12	July 1, 1889	94	
12.50	15,600	12	10	July 1, 1880	171	

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.
Leeds Junction (n. o.) and Lewiston, Me.	1	3 (part)	Farmington, Brunswick, Me.	Maine Central R. R. ....
Lehi and Silver City, Utah ....	8	41011	Lehi Junction, Silver City, Utah.	Salt Lake and Western R. R.
Leicester Junction, Vt., and Addison Junction (n. o.), N. Y.	1	2008	Leicester Junction, Vt., 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. ....
Liegan Station (n. o.), Cal., and Reno, Nev.	8	45005	Reno, Nev., Liegan Station (n. o.), Cal.	Nevada and California R. R.
Little River and Hollyrood, Kans.	7	33065	Little River, Hollyrood, Kans.	Chicago, Kansas and Western.
Lockhart and San Marcos, Tex.	11	31063	San Marcos, Lockhart, Tex..	Taylor, Bastrop and Houston (M., K. and T.).
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	Minola, Locust Valley, N. Y.	Long Island .....
Longview and Carthage, Tex.	11	31048	Longview, Carthage, Tex. ...	Galveston, Sabine and St. Louis (Tex., Sab. Val. and N. W.).
Lorain and Grafton, Ohio .....	5	21041 (part)	Lorain, Bellaire, Ohio .....	Cleveland, Lorain and Wheeling.
Los Angeles and Port Ballona, Cal.	8	46068	Los Angeles, Port Ballona, Cal.	California Central Rwy ....
Los Angeles and San Pedro, Cal.	8	46013	Los Angeles, San Pedro, 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 .....	Louisville and Wadley .....
Ludington and Stetson, Mich. ...	9	24078	Ludington, Stetson, Mich. ...	Mason and Oceana .....
Luverne, Minn., and Doon, Iowa.	10	26030	Luverne, Minn., Doon, Iowa.	Chl., St. P., Minn. and Omaha
Lyle, Minn., and Mason City, Iowa.	6	27010 (part)	Albia, Iowa, Lyle, Minn. ....	Central Iowa .....

parts of railroads over which no railway post-offices run, in operation, etc.—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.	
16.32	30,367	12	18	July 1, 1889	1,078	Balance of route (51.33 miles) supplied by R. P. O. service. (See Table A.) Supplied by Farmington and Lewiston R. P. O. and Bangor and Boston R. P. O.
54.25	33,852	6	6	July 1, 1886	50	Connects at Lehi with Salt Lake and Juab R. P. O.
15.63	9,753	6	20	July 1, 1889	103	Essex Junction and Boston R. P. O. exchanges with Whiting, East Shoreham, North Orwell, Larabee Point, and Ticonderoga, North Orwell with Ticonderoga, Rutland, Bennington, and Troy R. P. O. with East Shoreham and North Orwell.
9.35	11,660	12	12	July 1, 1889	62	
5.97	17,416	18	12	July 1, 1889	217	Supplied by Portland and Island Pond R. P. O's.
14.75	4,446	0	7	July 1, 1885	8,979	<sup>1</sup> Balance of route (24.73 miles) covered by Suspension Bridge and Buffalo, N. Y. R. P. O. (See Table A.)
70.30	43,887	6	20	July 1, 1889	482	Route extended from Long Valley October 11, 1888. Connects at Reno with Ogden, Utah, and San Francisco, Cal., R. P. O. Supplied by Reno.
27.15	16,942	6	28	Feb. 21, 1887	168	Connects at Little River, Kans., with Florence and Ellinwood, Kans., R. P. O.; at Geneseo, Kans. with Kansas City, Mo., Salina, Kans., Pueblo, Colo., R. P. O., and Fort Scott, and Kanopolis, Kans., R. P. O.; at Lorraine, Kans. with Ellsworth and Wichita, Kans., R. P. O.
17.12	24,995	14	14	July 1, 1889	244	Connects at San Marcos, Tex., with Palestine and Laredo, Tex., R. P. O., and Taylor and San Antonio, Tex., R. P. O.
12.36	30,851	24	48	July 1, 1889	1,074	<sup>1</sup> Including sacks.
11.57	14,439	12	32	July 1, 1889	288	
30.80	24,835	6	24	July 1, 1889	195	Connects at Longview, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O., and Texarkana, Ark., and Houston, Tex., R. P. O.
16.25	20,405	12	16	July 1, 1888	1,067	<sup>1</sup> Balance of route (144.14 miles) covered by the Cleveland and Bellaire R. P. O. (See Table A.)
18.07	11,276	0	6	July 1, 1889	48	Supplied by Los Angeles.
25.21	36,807	14	16	July 1, 1886	158	Connects at Los Angeles with El Paso, Tex., and Los Angeles, Cal., San Francisco and Los Angeles, Cal., Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O's. Supplied by Los Angeles.
18.52	27,030	14	6	July 1, 1886	70	Connects at Los Angeles with El Paso, Tex., and Los Angeles, Cal., San Francisco and Los Angeles and Albuquerque, N. Mex., and Los Angeles R. P. O's. Supplied by Los Angeles.
10.34	12,904	12	4	July 1, 1888	128	Connects Norfolk and Raleigh R. P. O. at Franklin.
11.03	6,883	6	8	July 1, 1884	41	
10.42	13,004	12	6	July 1, 1885	131	
29.15	16,732	6	10	July 1, 1889	44	Established by order of July 12, 1888; began service July 30, 1888; 287 days for the year ending June 30, 1889. At Ludington connects the Ludington and Toledo R. P. O.
28.31	17,665	6	10	July 1, 1887	114	Supplied by Luverne, Minn., and by Worthington, Minn., and Mitchell, Dak., R. P. O. Connects at Rock Rapids, Iowa, with Ellsworth, Minn., and Sioux Falls, Dak., pouch service, and with Cherokee, Iowa, and Sioux Falls, Dak., R. P. O.
28.50	20,805	7	8	July 1, 1887	1,652	<sup>1</sup> Balance of route covered by Mason City and Albia, Iowa, R. P. O. (See Table A.) Connects at Lyle, Minn., with Minneapolis, Hayfield, Minn., and Waterloo, Iowa, R. P. O.; at Manley, Iowa, with Albert Lea, Minn., and Burlington, Iowa, R. P. O., and at Mason City, Iowa, with all lines centering at that point.

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.
Lynchburgh and Rustburgh, Va	3	11044	Lynchburgh, Rustburgh, Va.	Lynchburgh and Durham ..
Lyons and Denver, Colo. ....	7	38628	Denver, Lyons, Colo. ....	Denver, Utah and Pacific ..
McDonough and Griffin, Ga. ...	4	15051	Columbus, McDonough, Ga. .	Georgia Midland.....
McNeil and Magnolia, Ark. ....	11	(part) 29015	McNeil, Magnolia, Ark. ....	St. Louis, Arkansas and Texas.
McNeal and Rockhill Furnace, Pa.	2	8180	Rockhill Furnace, McNeal, Pa.	East Broad Top.....
Mackey's Ferry and Lee's Mills, N. C.	3	13039	Mackey's Ferry, Lee's Mills, N. C.	Albemarle and Pantego ....
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. ....	10	23060	Antigo, Malcolm, Wis. ....	Mil., L. S. and Western ....
Malvern and Hot Springs, Ark	11	29005	Malvern, Hot Springs, Ark. .	Hot Springs R. R. ....
Mammoth Cave and Glasgow Junction, Ky.	5	20036	Glasgow Junction, Mammoth Cave, Ky.	Louisville and Nashville ...
Manahawkin and Beach Haven, N. J.	2	7042	Beach Haven, Manahawkin, N. J.	Penn'a. ....
Manchester and Barnegat, N. J.	2	7050	Manchester, Barnegat, N. J.	Central R. R. of N. J. ....
Manchester and Cedar Rapids, Iowa.	6	27101	Cedar Rapids, Manchester, Iowa.	Illinois Central.....
Manchester and North Weare, N. H.	1	1003	Manchester, North Weare, N. H.	Concord R. R. ....
Manistee and Onokama, Mich. .	9	24084	Manistee, Onokama, Mich. .	Manistee and Northeastern
Manitou Junction (n. o.) and Colorado Springs, Colo.	7	38025	Manitou Junction (n. o.), Colorado Springs, Colo.	Denver, Texas and Gulf ....
Mankato Junction (n. o.) and Mankato, Minn.	10	26019	Mankato Junction, Mankato, Minn.	Chicago and Northwestern .
Manning and Audubon, Iowa..	6	27080	Manning, 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 .....
Manumuskun and Heislerville, N. J.	2	7057	Manumuskun, Heislerville, N. J.	West Jersey.....
Marblehead and Lynn, Mass. .	1	3009	Lynn, Marblehead, Mass. ....	Boston and Maine R. R. ....
Marblehead and Salem, Mass..	1	3004	Marblehead, Salem, Mass. .	Boston and Maine R. R. ....
Margarettsville, N. C., and Emporia, Va.	3	11036	Emporia, Va., Margarettsville, N. C.	Meherrin Valley.....
Marietta, Ohio, and Parkersburgh, W. Va.	5	21040	Marietta, Ohio, and Parkersburgh, W. Va.	Marietta and Parkersburgh.
Marysville and Clough Junction (n. o.), Mont.	10	36007	Clough Junction, Marysville, Mont.	Northern Pacific .....
Matawan Station (n. o.) and Freehold, N. J.	2	7043	Matawan Station (n. o.), Freehold, N. J.	Freehold and N. Y. ....
Mauch Chunk and Tamaqua, Pa.	2	8100	Tamaqua, Mauch Chunk, Pa.	Central R. R. of New Jersey



parts of railroads over which no railway post-offices run, in operation, etc.—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.
11.99 44.97	14,964 28,061	12 6	8 14	July 1, 1889 July 1, 1886	<i>Pounds.</i> 78 85	Supplied by closed pouches from Lynchburgh, Va. Makes Denver, Colo., connections and connects at Longmont, Colo., with Greeley and Denver, Colo., R. P. O., and at Erie and Canfield, Colo., with Brighton and Boulder, Colo., pouch service.
18.95	11,824	6	6	July 1, 1888	234	80.25 miles reported in Table A*, Griffin and Columbus R. P. O.
6.72	9,811	14	6	July 1, 1886	130	Connects at McNeil, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
11.08	6,914	6	4	July 1, 1889	32	
4.43	2,764	6	2	.....	.....	Connects Norfolk and Edenton R. P. O. by boat at Mackey's Ferry.
7.50	9,360	12	8	July 1, 1889	58	
13.37	8,343	6	4	July 1, 1887	35	Supplied by Antigo, Wis.; connects at that point with Ashland and Milwaukee, Wis., R. P. O.
25.40	53,626	21	18	July 1, 1886	959	Connects at Malvern, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
8.51	11,523	13	6	July 1, 1888	75	
12.03	15,013	12	4	July 1, 1889	37	
22.24 42.58	55,511 53,140	24 12	30 38	July 1, 1889 July 1, 1889	176 293	Supplied by initial and terminal offices and by Dubuque and Sioux City, Iowa, R. P. O. Connects at Cedar Rapids, Iowa, with all lines centering at that point.
19.95	24,897	12	22	July 1, 1889	223	Supplied by initial and terminal offices and St. Albans and Boston R. P. O.
13.76	17,172	12	16	.....	.....	Established by order March 15, 1889. Began service April 8, 1889 (72 days). At Manistee connects the Manistee and East Saginaw R. P. O.
9.92	14,483	14	4	July 1, 1886	63	Connects at Manitou Junction (n. o.), Colo., with Denver, Colo., and Fort Worth, Tex., and at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., Colorado Springs and Leadville, Colo., R. P. O., St. Joseph, Mo., and Colorado Springs, Colo., R. P. O., and Colorado Springs and Manitou Springs, Colo., pouch service.
4.09	10,209	24	8	July 1, 1889	250	Connects Winona and Tracy, Minn., R. P. O. with Mankato, Minn.
17.95	22,402	12	14	July 1, 1887	287	Supplied by Carroll, Manning and Audubon, 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	3,432	6	10	Aug. 25, 1889	49	
4.31 9.10	5,879 14,196	12 15	26 20	July 1, 1889 July 1, 1889	94 102	
6.38	11,043	18	27	July 1, 1889	618	Supplied by initial and terminal offices and by Boston, Mass. Lynn and Hifton exchange, Lynn with Swampscott.
3.99	9,969	24	22	July 1, 1889	182	Supplied by initial and terminal offices, and Bangor and Boston R. P. O., and Boston via Salem, and with Lynn via Salem.
18.77	11,712	6	6	July 1, 1889	39	Connects Washington and Wilmington R. P. O. at Emporia, Va., and Norfolk and Raleigh R. P. O. at-Margarettsville, N. C.
14.06	30,791	21	34	July 1, 1888	1,021	
12.97	9,468	7	4	July 1, 1889	123	Connects at Clough Junction (n. o.), Mont., with Mandan, Dak., and Spokane Falls, Wash., R. P. O.
12.72	30,686	30	30	July 1, 1889	412	
16.32	35,643	21	30	July 1, 1889	300	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Mayville and Jamestown, N. Y.	2	6135	Jamestown, Mayville, N. Y.	Chautauque Lake .....
Maysville and Pittsfield, Ill...	6	23075	Maysville, Pittsfield, Ill....	Wabash .....
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 St. Louis.
Mears (n. o.) and Villa Grove, Colo.	7	38015	Mears (n. o.), Villa Grove, Colo.	Denver and Rio Grande ....
Mechanicsburgh and Dillsburgh, Pa.	2	8080	Mechanicsburgh, Dillsburgh, Pa.	Cumberland Valley.....
Mechanicsville and Reynolds, N. Y.	2	6107	Mechanicsville, Reynolds, N. Y.	Fitchburgh.....
Medford and Boston, Mass...	1	3012	Boston, Medford, Mass.....	Boston and Maine R. R.....
Medford and Haddonfield, N. J.	2	7045	Haddonfield, Medford, N. J.	Camden and Atlantic.....
Melrose and Carbonado, Wash	8	43005 (part)	Melrose, Carbonado, Wash..	Northern Pacific R. R.....
Melrose and Vernon, Conn....	1	5008	Vernon, Melrose, Conn.....	New York and New England R. R.
Menominee, Mich., and Crivitz, Wis.	10	25057	Menominee, Mich., Crivitz, Wis.	Milwaukee and Northern ..
Menomonee and Red Cedar Junction (n. o.), Wis.	10	25053	Red Cedar Junction, Menomonee, Wis.	Chi., Mil. and St. Paul.....
Meredith and Clare, Mich.....	9	24044	Meredith, Clare, Mich.....	Flint and Pere Marquette ..
Micanopy Junction (n. o.), Micanopy, Fla.	4	16017	Micanopy Junction (n. o.), Micanopy, Fla.	Florida Southern Rwy.....
Middleborough and Attleborough, Mass.	1	3043	Attleborough, Middleborough, Mass.	Old Colony R. R.....
Middleborough and Fall River, Mass.	1	3039 (part)	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.
Milaca and Elk River, Minn....	10	26059	Elk River, Milaca, Minn....	St. P. Minn., and Manitoba..
Milford and Ashland, Mass....	1	8060	Milford, Ashland, Mass.....	New York and New England R. R. (Milford Branch)
Milford and Bellingham, Mass.	1	8059	Milford, Bellingham, Mass..	New York and New England R. R. (Milford Branch).
Millbury and Grafton Depot (n. o.), Mass.	1	3026	Grafton Depot (n. o.), Millbury, Mass.	Boston and Albany R. R.....
Millstadt and Millstadt Junction, Ill.	6	23100	Millstadt Junction (n. o.), Millstadt, Ill.	Mobile and Ohio .....
Milroy and Lewistown Junction, Pa.	2	8049	Lewistown Junction, Milroy, Pa.	Penn'a.....

parts of railroads over which no railway post-offices run, in operation, etc.—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.
					<i>Pounds.</i>	
23.25	14,508	6	14	July 1, 1889	209	
6.80	18,414	26	6	July 1, 1887	304	Supplied by Bluffs, Ill., and Hannibal, Mo., and by La Fayette, Ind., and Quincy, Ill., R. P. O's.
8.50	5,304	6	12	July 1, 1889	123	Supplied by Lancaster and Boston R. P. O., Meadows with Whitefield.
21.10	39,499	18	14	July 1, 1889	833	
8.12	10,134	12	12	July 1, 1888	941	
20.16	12,580	6	10	July 1, 1886	150	Trains run from Salida, Colo., and there connect Denver and Aspen, Colo., R. P. O. and Denver, Colo., and Ogden, Utah, R. P. O.
8.84	11,032	12	12	July 1, 1889	281	
4.88	6,090	12	4	July 1, 1889	18	<sup>1</sup> Fifteen times per week between Saratoga Junction and Mechanicsville, six times per week over whole route.
5.31	10,567	30	28	July 1, 1889	317	Supplied by initial and terminal offices, and six times outward and eighteen times inward between Boston and Glenwood.
12.23	26,710	21	14	July 1, 1889	162	
8.60	5,366	6	6	July 5, 1888	2,374	Connects at Melrose with Spokane Falls, Wash., and Portland, Oregon, R. P. O. Balance of route covered by that line. (See Table A*.)
13.15	16,411	12	22	July 1, 1889	163	Springfield and Hartford R. P. O. and Boston and Hopewell Junction R. P. O's., exchange with Ellington and Rockville, Hartford with Vernon Centre and Rockville.
22.96	31,042	13	18	July 1, 1887	141	Supplied by Menominee, Mich., and by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. Connects at Menominee, Mich., with Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
16.35	10,921	6	12	July 1, 1887	363	Supplied by Menominee, Wis., and by Eau Claire, Wis., and Wabasha, Minn., R. P. O. Connects at Menominee, Wis., with St. Paul, Minn., and Elroy, Wis., R. P. O.
32.06	40,011	12	14	May 1, 1884	85	At Clare, Mich., connects Ladington and Toledo, and Manistee and East Saginaw, and Cadillac and Toledo R. P. O's.
386	4,827	12	4	Mar. 11, 1884	48	
22.00	20,592	12	53	July 1, 1889	145	Supplied by initial and terminal offices. Connects at Middleborough with Boston and Wellfleet R. P. O's, and at Attleborough, with Boston, Providence and New York R. P. O.
38.16	47,623	12	49	July 1, 1889	3,310	Balance of route (23.09 miles) covered by R. P. O. service. (See Table A*.) Connects at Middleborough with Boston and Wellfleet R. P. O., Newport with Boston, Providence and New York R. P. O., and Boston, Springfield and New York R. P. O. Fall River and Newport exchange; Taunton with Myrick's and Traver's.
10.99	27,431	24	35	July 1, 1885	246	Supplied by Boston, Springfield and New York R. P. O., and Boston and New York R. P. O., short run, also by Boston and Hartford.
18.42	11,594	6	8	July 1, 1888	93	
33.12	31,000	9	12	July 1, 1888	93	Supplied by initial and terminal offices. Connects at Milaca, Minn., with Hinckley and St. Cloud, Minn., pouch service; and Elk River, Minn., with St. Paul, Minn., and Mandan, Dak., R. P. O.
11.85	17,789	12	24	July 1, 1889	114	Supplied by initial and terminal offices. At Ashland connects with Boston, Springfield and New York R. P. O., Hayden Row with Ashland.
4.93	6,142	12	14	July 1, 1889	112	At Franklin with Boston and Hopewell Junction R. P. O's.
4.46	5,565	12	8	July 1, 1889	76	Millbury with Boston and Albany R. P. O.; Boston with Millbury.
7.00	8,736	13	4	July 1, 1889	73	Supplied by St. Louis, Mo., and Cairo, Ill., R. P. O.
12.94	16,149	12	16	July 1, 1889	146	

TABLE C<sup>c</sup>.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Milton Junction and Janesville, Wis.	10	125004 (part)	Milton Junction, Shullsburgh, Wis.	Chi., Mil. and St. Paul.....
Milwaukee and Rugby Junction, Wis.	10	125017 (part)	Milwaukee, Ashland, Wis.	Wisconsin Central.....
Milwaukee Junction (n.o.) and West Detroit, Mich.	9	24062	Milwaukee Junction (n.o.), Detroit Junction, Mich.	Grand Trunk.....
Mineola and Hempstead, N. Y.	2	6111	Mineola, Hempstead, N. Y.	Long Island .....
Mineola and Troup, Tex.....	11	31032	Mineola, Troup, Tex.....	International and Great Northern.
Mineral Point and Potosi, Mo.	7	28049	Mineral Point, Potosi, Mo...	St. Louis, Iron Mountains and Southern.
Minneapolis and Mendota, Minn.	10	26044	Mendota, Minneapolis, Minn.	Chi., Mil. and St. Paul.....
Minocqua and Merrill, Wis.	10	125031 (part)	Tomah, Minocqua, Wis.....	Chi., Mil. and St. Paul.....
Minot, Dak., and Great Falls, Mont.	10	185026 (part)	Devil's Lake, Dak., Great Falls, Mont.	St. P., Minn. and Manitoba.
Miraflores Station (n.o.) and Santa Ana, Cal.	8	46017 (part)	Miraflores Station (n.o.), Santa Ana, Cal.	Southern Pacific R.R.....
Missaukee Junction (n.o.) and Jennings, Mich.	9	24050	Missaukee Junction, Jennings, Mich.	Grand Rapids and Indiana.
Moffatt (n.o.) and Troy, Tenn.	5	19028	Moffatt (n.o.), Troy, Tenn.	Troy and Tiptonville.....
Moirs and Brandon, N. Y.....	2	6052	Moirs, St. Regis Falls, N. Y.	Northern Adirondack.....
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, Monmouth Junction, N. J.	Penn'a.....
Monroe, N. C., and Chester, S. C.	4	13038	Monroe, N. C., Chester, S. C.	Georgia, Carolina and Northern R. R.
Moncure and Pittsborough....	3	13029	Moncure, Pittsborough, N. C.	Pittsboro .....
Monico and Rhineland, Wis.	10	25045	Monico, Rhineland, Wis...	Mil., I. S. and Western.....
Monson and Monson Junction (n.o.), Me.	1	23	Monson Junction (n.o.), Monson, Me.	Monson R. R.....

parts of railroads over which no railway post-offices run, in operation, etc.—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.	
7.01	9,872	12	16	July 1, 1887	981	<sup>1</sup> Balance of route covered by Gratiot and Shullsburg, Wis., pouch service and by Rockford, Ill., and Mineral Point, Wis., R. P. O. (See Table A*.) Connects Janesville, Wis., and Rockford, Ill., and Mineral Point, Wis., R. P. O. with Chicago, Ill., and North McGregor, Iowa, R. P. O.
27.30	56,784	20	16	July 1, 1887	1,069	<sup>1</sup> Balance of route covered by Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., and Ashland and Abbottsford, Wis., R. P. O.'s. (See Table A*.) Connects at Milwaukee, Wis., with all lines centering at that city, and at Rugby Junction, Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O.
4.64	2,877	6	12	July 1, 1884	58	At Milwaukee Junction (n.o.), Mich., connects the 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.
2.80	1,747	6	2	Aug. 25, 1889	188	
44.54	32,514	7	56			Connects at Mineola, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.; at Tyler, Tex., with Texarkana, Ark., and Gatesville, Tex., R. P. O., and at Troup, Tex., with Texarkana, Ark., and Houston, Tex., R. P. O. Established March 8, 1889.
4.43	11,057	24	8	July 1, 1887	116	Connects at Mineral Point, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O., and St. Louis, Mo., and Texarkana, Ark., R. P. O.
10.17	7,424	7	6	July 1, 1887	501	Supplied by Minneapolis and St. Paul, Minn. Connects at Mendota, Minn., with St. Paul, Minn., and McGregor, Iowa, R. P. O., and at Minneapolis, Minn., with all lines centering there.
53.89	39,340	7	14	Aug. 3, 1888	702	<sup>1</sup> Reported last year as Tomahawk and Merrill Wis., pouch service. Service extended to Minocqua, Wis., November 19, 1888, increasing distance 30.90 miles.
						<sup>2</sup> Balance of route covered by Merrill and Tomah, Wis., R. P. O. (See Table A*.) Supplied by initial and terminal offices, and by Merrill and Tomah, Wis., R. P. O.
550.14	401,602	7	92	July 1, 1887	1,267	<sup>1</sup> Balance of route covered by Barnesville, Minn., and Minot, Dak., R. P. O. (See Table A*.) Supplied by initial and terminal offices, and by Barnesville, Minn., and Minot, Dak., and by Great Falls and Helena, Mont., R. P. O.'s. Connects at Great Falls, Mont., with Great Falls and Sandcoulee, Mont., pouch service.
7.05	5,147	7	4	July 1, 1886	598	Balance of route (27.30 miles) covered by Los Angeles and Tustin City R. P. O. (See Table A*.)
8.04	5,023	6	4	July 1, 1888	27	At Milwaukee Junction connects the Cadillac and Fort Wayne and Mackinaw City and Grand Rapids R. P. O.'s.
4.70	7,558	18	10	July 1, 1889	132	<sup>1</sup> Service established August 22, 1888.
31.81	43,413	12	18	Mar. 15, 1889	115	
6.72	8,387	12	12	July 1, 1889	115	
45.66	28,491	6	12			
12.31	15,363	12	8	July 1, 1888	102	Connects Raleigh and Gibson's Station R. P. O. at Moncure.
14.64	18,271	12	6	July 1, 1887	191	Connects Ashland and Milwaukee, Wis., R. P. O. with Rhinelander, Wis. Connects at Rhinelander, Wis., with Rhinelander, Wis., and Minneapolis, Minn., R. P. O., and Gladstone, Mich., and Rhinelander, Wis., pouch service.
6.16	7,687	12	4	July 1, 1889	72	Monson exchanges with Greenville and Bangor R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Mont Clair and Newark, N. J.	2	7027	Newark, Mont Clair, N. J.	Delaware, Lack. and Western
Monticello and Port Jervis, N. Y.	3	6078	Port Jervis, Monticello, N. Y.	Port Jervis, Monticello and N. Y.
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.....
Monticello and Drifton, Fla.	4	10002 (part)	Lake City, River Junction, Fla.	Fla. Cent. and Pen. R. R. ...
Montrose and Ouray, Colo.	7	38037	Montrose, Ouray, Colo.	Denver and Rio Grande.....
Mooers and West Chazy, N. Y.	2	6026 (part)	Albany, Mooers, N. Y.	Delaware and Hudson Canal Co.
Morganfield and Uniontown, Ky.	5	20035	Morganfield, Uniontown, Ky.	Ohio Valley.....
Morgan Junction and Cumberland, Ohio.	5	21048	Morgan Junction, Cumberland, Ohio.	Cincinnati, Wheeling and New York.
Morris and Brown's Valley, Minn.	10	26034	Morris, Brown's Valley, Minn.	St. P., Minn. and Manitoba.
Morris Run and Blossburgh, Pa.	2	8136	Blossburgh, Morris Run, Pa.	Fall Brook Coal Co.....
Moscow, Idaho, and Colfax, Wash.	8	43006 (part)	Colfax, Wash., Moscow, Idaho.	Columbia and Palouse.....
Mount Carmel and Alaska, Pa.	2	8088	Alaska, Mount Carmel, Pa.	Philadelphia and Reading ..
Mount Gilead and Edison, Ohio.	5	21072	Edison, Mount Gilead, Ohio.	Cleveland, Columbus, Cincinnati and Ind'pls.
Mount Healthy and Cincinnati, Hamilton and Dayton R. R. Junction (n. o.), Ohio.	5	21059	Junction with Cincinnati, Hamilton and Dayton R. R. to Mount Healthy, Ohio.	Cincinnati and Northwestern.
Mount Jewett and Kane, Pa.	2	8086 (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
Nantucket and Siasconset, Mass.	1	3042	Nantucket, Siasconset, Mass.	Nantucket R. R.....
Narenta (n. o.) and Metropolitan, Mich.	10	24058	Narenta, Metropolitan, Mich.	Chicago and Northwestern ..
Natchitoches and Cypress, La.	11	30017	Cypress, Natchitoches, La.	Natchitoches R. R.....
National City and Tia Juana, Cal.	8	46061	National City, Tia Juana, Cal.	National City and Otey R. R.
Necedah and Necedah Junction (n. o.), Wis.	10	25062	Necedah Junction (n. o.), Necedah, Wis.	Chicago and Northwestern ..
Necedah and New Lisbon, Wis.	10	25022	New Lisbon, Necedah, Wis.	Chi., Mil. and St. Paul.....
Neelysville and Doniphan, Mo.	7	28035	Neelysville, Doniphan, Mo.	St. Louis, Iron Mountain and Southern.
Nephi and Moroni, Utah	8	41010	Nephi, Moroni, Utah.	San Pete Valley R. R.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
6.60	16,473	24	34	July 1, 1889	<i>Pounds.</i> 515	
24.70	30,820	12	20	July 1, 1889	227	
11.00	13,728	12	12	July 1, 1889	154	
15.08	22,195	18	12	July 1, 1889	434	(Route extended December 5, 1888, from Barre, by South Barre, to Williamstown, Vt., increasing distance 7.45 miles) one hundred and thirty-five days, 7.63 miles; one hundred and seventy-seven days, 15.08 miles. Barre exchanges with St. Albans and Boston R. P. O. and Montpelier, Vt. Remainder of route in Table A*, Jacksonville and Pensacola R. P. O.
4.00	4,992	12	4	July 1, 1884	1,070	Connects at Montrose, Colo., with Denver, Colo., and Ogden, Utah., R. P. O. Also supplied by Denver and Aspen, Colo., R. P. O. from Salida, Colo.
36.36	22,680	6	20	July 1, 1889	541	<sup>1</sup> Balance of route (177 miles) covered by Rouse's Point and Albany R. P. O. (See Table A*.)
41.75	14,004	12	12	July 1, 1889	6,907	
13.31	16,611	12	6	July 1, 1888	83	
17.70	11,045	6	18	July 1, 1888	90	
47.23	29,472	6	26	July 1, 1887	227	Supplied by initial and terminal offices, and by Fargo, Dak., Willmar and St. Paul, Minn., R. P. O. Connects at Morris, Minn., with Little Falls and Morris, Minn., R. P. O., and at Graceville, Minn., with St. Paul, Ortonville, Minn., and Fargo, Dak., R. P. O.
3.76	4,602	12	4	July 1, 1889	59	
27.80	20,294	7	12	.....	.....	Connects at Colfax with Farmington, Wash., and Pendleton, Oregon, R. P. O. (See Moscow and Colfax, and La Cross Junction and Connell, Table B* and Table A*, Farmington and Pendleton, for balance of route.)
1.95	4,867	24	8	July 1, 1889	109	
2.38	4,455	18	10	July 1, 1888	248	
7.07	8,823	12	8	July 1, 1888	100	
12.24	15,276	12	12	July 1, 1885	341	<sup>1</sup> Balance of route (126.87 miles) covered by Kane and Callery R. P. O. (See Table A*.)
10.38	6,477	6	20	July 1, 1889	133	
30.00	46,894	15	28	July 1, 1889	234	
4.97	6,202	12	8	July 1, 1887	114	Supplied by Mount Zion, Iowa, and by Des Moines and Keokuk, Iowa, R. P. O.
11.52	7,188	6	4	July 1, 1889	190	Supplied by initial and terminal offices, and Boston and Wellfleet R. P. O's.
34.90	21,778	6	16	July 1, 1884	41	Supplied by Escanaba, Mich., and by Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
11.62	16,965	14	8	Feb. 20, 1888	243	Connects at Cypress, La., with New Orleans, La., and Marshall, Tex., R. P. O.
13.78	10,059	7	8	July 1, 1889	48	New service; established August 24, 1884. Supplied by National City.
16.48	22,281	13	6	July 1, 1887	25	Supplied by Necedah, Wis., and by St. Paul, Minn., and Elroy, Wis., R. P. O. Connects at Necedah, Wis., with Necedah and New Lisbon, Wis., pouch service.
13.09	25,866	19	10	July 1, 1887	200	Supplied by New Lisbon, Wis., and Chicago, Ill., and Minneapolis, Minn., R. P. O. Connects at Necedah, Wis., with Necedah and Necedah Junction (n. o.), Wis., pouch service.
20.04	12,505	6	23	July 1, 1887	207	Connects at Neelysville, Mo., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
27.16	16,948	6	10	July 1, 1886	427	Connects at Nephi with Salt Lake and Juab R. P. O. Supplied by same 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.
Nevada City and Colfax, Cal.	8	46019	Nevada City, Colfax, Cal.	Nevada Co. Narrow Gauge R. R.
Nestoria, Mich., and Iron River, Wis.	10	24081	Nestoria, Mich., Iron River, Wis.	Dul., So. Shore and Atlantic.
Newark and Columbus, Ohio.	5	21601 (part)	Bellaire, 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.	Old Colony 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.	N. Y., Lake Erie and W.
Newburgh and State Centre, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Central Iowa.
Newburgh Junction and Vail's Gate Junction, N. Y.	2	6074	Vail's Gate Junction, Newburgh Junction, N. Y.	N. Y., L. E., and Western.
New Canaan and Stamford, Conn.	1	5009	New Canaan, Stamford, Conn.	New York, New Haven, and Hartford R. R.
New Castle and New Castle Junction (n. o.), Pa.	5	8125 (part)	Allegheny, New Castle, Pa.	Pittsburgh and Western.
New Castle, and New Castle Junction (n. o.), Pa.	2	8156	New Castle Junction, New Castle, Pa.	Pittsburgh and Lake Erie.
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 Germantown and White House Station, N. J.	2	7067	New Germantown, White House Station, N. J.	Rockaway Valley.
New Glarus, and Brodhead, Wis.	10	25044	Brodhead, New Glarus, Wis.	Chl., Mil. and St. Paul.
New Iberia and Avery, La.	11	30022	New Iberia, Avery, La.	Morgan's Louisiana and Texas (So. Pac.).
New Madrid and Paw Paw (n. o.), Mo.	7	28052	Paw Paw (n. o.), New Madrid, Mo.	St. Louis, Arkansas and Texas in Arkansas and Missouri.
New Orleans and Covington, La.	11	30014	New Orleans, Covington, La.	East Louisiana R. R.
Newport News and Fortress Monroe, Va.	3	11031	Newport News, Fortress Monroe, Va.	Chesapeake and Ohio.
New Rochelle and Harlem River, N. Y.	2	6100	New Rochelle, Harlem River, N. Y.	N. Y., New Haven and Hartford.
New Salisbury and Corydon, Ind.	5	22035	New Salisbury, Corydon, Ind.	Louisville, New Albany and Chicago.
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.



parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
22.77	33,244	14	28	July 1, 1886	<i>Pounds.</i> 601	Connects at Colfax with Ogden, Utah, and San Francisco, Cal., R. P. O.; also supplied by Sacramento.
167.34	104,420	6	46	July 1, 1889	149	New service; established February 18, 1889. Supplied by initial and terminal offices, Duluth, Minn., and Mackinaw City and Houghton, Mich., R. P. O. Connects at Iron River, Wis., with Ashland, Wis., and Duluth, Minn., pouch service, and at Saxon, Wis., with Ashland and Milwaukee, Wis., R. P. O.
33.85	49,421	14	24	July 1, 1888	9,264	<sup>1</sup> Balance of route covered by Grafton and Chicago R. P. O. (108.82 miles). (See Table A*.)
12.68	27,693	21	12	July 1, 1889	122	
14.85	27,799	18	7	July 1, 1889	65	New Bedford exchanges with Fall River.
3.00	8,424	27	10	July 1, 1885	75	New Britain exchanges with Boston, Springfield, and New York R. P. O. day run, and New York and Boston R. P. O. short run.
8.56	10,683	12	8	July 1, 1889	120	
19.00	47,640	24	40	July 1, 1889	1,171	
27.00	16,848	0	18	July 1, 1887	73	Supplied by Grinnell 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.
12.60	31,450	24	40	July 1, 1889	3,256	
8.26	15,344	24	22	July 1, 1888	235	Supplied by Boston, Springfield, and New York R. P. O., and New Haven and New York R. P. O.
3.03	3,781	12	6	July 1, 1889	1,222	<sup>1</sup> Balance of route (58 miles) covered by the Pittsburgh and Akron R. P. O. (See Table A*.)
3.05	7,613	24	8	July 1, 1889	525	
4.59	5,728	12	12	July 1, 1889	58	
34.71	64,977	18	38	July 1, 1889	156	
4.72	5,891	12	4	July 1, 1889	52	
22.90	28,579	12	22	July 1, 1888	169	Supplied by Brodhead, Wis., and by Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Monticello, Wis., with Madison, Wis., and Freeport, Ill., R. P. O.
10.05	5,883	7	4	July 1, 1889	25	Connects at New Iberia, La., with New Orleans, La., and Houston, Tex., R. P. O.
6.96	5,081	7	4	July 1, 1887	283	Connects at Paw Paw (n. o.), 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.
59.50	43,435	7	10	July 1, 1889	205	Makes New Orleans, La., connections.
10.75	20,124	18	16	July 1, 1889	577	Connects Norfolk, Newport News, and Richmond R. P. O. at Newport News, and Cape Charles and Norfolk R. P. O. at Fortress Monroe.
12.13	26,492	21	31	July 1, 1889	274	
8.57	10,695	12	8	July 1, 1888	215	
33.60	20,966	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.
18.13	22,026	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.

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.
Newtown and Philadelphia, Pa.	2	8117	Philadelphia, Newtown, Pa.	Philadelphia, Newtown and N. Y.
Newton Junction, N. H., and Merrimac, Mass.	1	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine R. R.
Niles and Alliance, Ohio.	5	21086	Alliance, Niles, Ohio.	Pennsylvania.
Neillsville and Merrillon, Wis.	10	25037	Merrillon, Neillsville, Wis.	Chi., St. P., Minn. and Omaha.
Niles and San José, Cal.	8	46029	Niles, San José, Cal.	Southern Pacific Co.
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
Norristown and Philadelphia, Pa.	2	8905	Philadelphia, Norristown, Pa.	Philadelphia and Reading.
North Abington and Hanover, Mass.	1	3076	North Abington, Hanover, Mass.	Old Colony R. R.
North Anson and Embden, Me.	1	18	Oakland, North Anson, Me.	Somerset Rwy.
North Attleborough and Attleborough, Mass.	1	3061	Attleborough, North Attleborough, Mass.	Old Colony R. R. (Prov. Div.)
North Bennington and Bennington, Vt.	1	2015 (part)	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 Maine R. R. (Lowell System).
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 and Upton R. R.
North Woodstock and Plymouth, N. H.	1	1022	Plymouth, North Woodstock, N. H.	Boston and Maine R. R. (Lowell System).
Norton's Mills and Island Pond, Vt.	1	7 (part)	Portland, Me., Norton's Mills, Vt.	Grand Trunk R. R.
Nutt (n. o.) and Lake Valley, N. Mex.	7	39008	Nutt Station (n. o.), Lake Valley, N. Mex.	Atchison, Topeka and Santa Fe.
Ocean City and Berlin, Md.	2	10009 (part)	Salisbury, Ocean City, Md.	Wicomico and Pocomoke
O'Fallen and Belleville, Ill.	6	23031	Belleville, O'Fallen, Ill.	Louisville and Nashville.
Ogdensburgh and De Kalb Junction, N. Y.	2	6036 (part)	Rome, Ogdensburgh, N. Y.	Rome, Watertown and Ogdensburgh.
Olcott and Inka, Kans.	7	23081	Olcott, Inka, Kans.	Kansas Southwestern.
Olean, N. Y., and Bradford, Pa.	2	8121	Bradford, Pa., Olean, N. Y.	West, New York and Penn.

parts of railroads over which no railway post-offices run, in operation, etc.—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.
23.28	43,580	18	32	July 1, 1889	<i>Pounds.</i> 382	<sup>1</sup> Including sacks.
4.85	10,156	21	12	July 1, 1889	204	Portland and Boston R. P. O. exchanges with Newton and Merrimac; Boston with Merrimac.
27.93	34,857	12	26	July 1, 1888	191	
15.43	19,257	12	8	July 1, 1887	215	Supplied by Merrillon, Wis., and by St. Paul, Minn., and Elroy, Wis., R. P. O. Connects at Merrillon, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
18.61	52,369	27	31	July 1, 1886	312	Connects at Niles with Sacramento and San Francisco R. P. O. Supplied also by closed pouches from Oakland and San Francisco.
12.12	15,126	12	14	July 1, 1884	93	At Niles, Mich., connects Benton Harbor and Anderson, Detroit and Chicago, and Detroit, Three Rivers, and Chicago R. P. O's; at South Bend, Ind., connects Fort Gratiot and Chicago, New York and Chicago, Toledo and Chicago, and South Bend and Terre Haute R. P. O's.
18.80	17,597	9	10	July 1, 1889	112	Supplied by closed pouches from Norfolk, Va.
16.21	35,403	21	24	July 1, 1889	1,485	<sup>1</sup> Including sacks.
8.28	10,333	12	28	July 1, 1889	201	Supplied by Boston, Mass., and twelve times outward and inward between North Abington and Rockland.
5.93	1,838	6	8	July 1, 1889	528	Balance of route (25.77 miles) covered by North Anson and Portland R. P. O. Extend service from North Anson to Embden, Me. (5.93 miles), from January 1, 1889, 155 days.
4.08	11,446	36	42	July 1, 1880	500	Supplied by initial and terminal offices and Boston, Providence, Attleborough Falls, and Plainville.
5.07	14,236	36	30	July 1, 1889	3,800	Balance of route (52.75 miles) covered by R. P. O. service. (See Table A <sup>1</sup> .) Supplied by initial and terminal offices, St. Albans and Troy, Rutland, Bennington, and Troy, Essex Junction and Boston R. P. O's.
19.70	24,585	12	47	July 1, 1889	308	Supplied by Boston, Mass., six times per week outward and twelve times inward between Somerville Station (n. o.) and Bedford, Lexington, East Lexington, and Arlington; Billerica with North Billerica.
4.52	11,282	24	10	July 1, 1889	248	Supplied by initial and terminal offices and Boston and Albany R. P. O.
10.47	13,067	12	4	July 1, 1889	68	
3	11,232	36	24	July 1, 1880	195	Supplied by initial and terminal offices and Boston, Springfield, and New York R. P. O., and Boston and Albany R. P. O.
21.06	13,141	6	28	July 1, 1889	155	Supplied by initial and terminal offices and Lancaster and Boston R. P. O.; Plymouth with Campton Village and West Campton.
16.02	19,993	12	16	July 1, 1889	2,463	Balance of route (149.71 miles) covered by Portland and Island Pond R. P. O. (See Table A <sup>1</sup> .) Island Pond exchanges with Norton's Mills, Newport, Newport and Springfield R. P. O. (Montreal and Canadian I. P. O's).
13.25	19,345	14	6	July 1, 1886	153	Connects at Nutt Station (n. o.), N. Mex., with Rincon and Silver City, N. Mex., R. P. O.
17.19	4,487	6	2	July 1, 1889	135	<sup>1</sup> Balance of route (23.66 miles) covered by Berlin and Salisbury R. P. O. (See Table A <sup>1</sup> .)
6.80	4,243	6	4	July 1, 1887	58	Supplied by Belleville, Ill., and by Cincinnati, Ohio, and St. Louis, Mo., R. P. O. Connects at Belleville, Ill., with all lines centering at that point.
19.55	36,598	18	14	July 1, 1889	3,507	<sup>1</sup> Balance of route (122.72 miles) covered by Norwood and Rome R. P. O. (See Table A <sup>1</sup> .)
20.29	14,812	7	14	July 1, 1888	135	Connects at Olcott, Kans., with Winfield and Larned, Kans., R. P. O., and at Preston, Kans., with Herington and Pratt, Kans., R. P. O.
23.68	44,329	18	24	July 1, 1889	132	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Olney and Seattle, Wash .....	8	43018	Seattle, Olney, Wash .....	Seattle, Lake Shore and Eastern Rwy.
Olympia and Tenino, Wash.....	8	43003	Olympia, Tenino, Wash.....	Olympia and Chehalis Valley R. R.
Orange C. H. and Gordonsville, Va.	3	11025	Orange C. H., Gordonsville, Va.	Richmond and Danville.....
Orleans and French Lick, Ind.	5	22051	Orleans, French Lick, Ind ..	Orleans, West Baden and French Lick Springs.
Oronogo and Joplin, Mo .....	7	128054 (part)	Oronogo, Mo., Galena, Kans.	St. Louis and San Francisco.
Oroville and Marysville, Cal....	8	46009	Marysville, Oroville, Cal ....	California Northern R. R. ...
Osceola Mills and Beltsena Mills, Pa.	2	8099	Osceola Mills, Ramey, Pa ...	Pennsylvania .....
Oxford and Peters Creek, Pa ..	2	8094	Oxford, Peters Creek, Pa ....	Peach Bottom .....
Palatka and Daytona, Fla.....	4	16031	Palatka, Daytona, Fla.....	St. John's and Halifax River R. R.
Palisades and Eureka, Nev.....	8	45002	Palisades, Eureka, Nev .....	Eureka and Palisades R. R.
Palmer and Winchendon, Mass	1	3030	Palmer, Winchendon, Mass ..	Boston and Albany R. R. ...
Palmyra Junction (n. o.) and Hannibal, Mo.	7	28050	Palmyra, Hannibal, Mo .....	Hannibal and St. Joseph....
Panhandle and Washburn, Tex.	11	31068	Panhandle, Washburn, Tex ..	Ft. Worth and Denver City (D. T. and Ft. W.).
Paris and Lexington, Ky.....	5	120002	Cincinnati, Ohio, Lexington, Ky.	Kentucky Central .....
Pasco and Wallula, Wash.....	8	43009 (part)	Pasco, Wallula, Wash .....	Northern Pacific R. R. ....
Paterson and Newark, N. J....	2	7030	Newark, Paterson, N. J .....	N. Y., Lake Erie and Western.
Peete and Greenwood, Miss....	4	18012	Greenwood, Peete, Miss ....	Illinois Central .....
Pelican Rapids and Fergus Falls, Minn.	10	28043	Fergus Falls, Pelican Rapids, Minn.	St. P., Minn. and Manitoba..
Pemberton and Brooksville, Fla	4	18023 (part)	Leesburgh, Brooksville, Fla.	Fla. South. Rwy.....
Pennaborough and Ritchie C. H., W. Va.	3	12004	Pennaborough, Ritchie C. H., W. Va.	Pennaborough, Harrisville, and Ritchie County.
Pensacola and Millview, Fla ...	4	18005	Pensacola, Millview, Fla ....	Pensacola and Perdido R. R.
Perry and Silver Springs, N. Y.	2	6070	Silver Springs, Perry, N. Y ..	Silver Lake.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
43.25	26,988	6	34	July 1, 1889	218	New service, established August 7, 1888. Connects with Seattle and Tacoma R. P. O. Supplied by initial and terminal offices.
15.84	9,884	6	11	July 1, 1888	357	Connects with Spokane Falls, Wash., and Portland, Oregon, R. P. O. Olympia and Portland exchange by express pouches.
9.42	15,674	16	23	July 1, 1889	310	Connects Fredericksburgh and Orange C. H. and Washington and Charlotte R. P. O's at Orange C. H., and Richmond and Huntington R. P. O. at Gordonsville.
18.76	15,758	6	24	July 1, 1888	146	<sup>1</sup> During summer months from June 10 to October 15, six additional round trips per week over entire route.
10.16	14,834	14	6	July 1, 1887	681	<sup>10</sup> 28 miles of route 28054, between Joplin, Mo., and Galena, Kans., covered by Girard and Galena, Kans., R. P. O. (See Table A*.) Connects at Oronogo, Mo., with St. Louis, Mo., and Halstead, Kans., R. P. O.; at Webb City, Mo., with Fort Scott, Kans., and Webb City, Mo., R. P. O., and at Joplin, Mo., with Fort Scott, Kans., and Webb City, Mo., R. P. O., Kansas City and Joplin, Mo., R. P. O., Girard and Galena, Kans., R. P. O., and Joplin and Neosho, Mo., pouch service.
27.50	40,150	14	12	July 1, 1888	272	Connects at Marysville with Portland, Oregon, and San Francisco, Cal., R. P. O.
17	26,520	15	24	July 1, 1889	205	
19.12	11,931	6	20	July 1, 1885	93	
54.24	33,945	6	10	Mar. 17, 1887	170	
90.88	28,355	3	14	July 1, 1886	208	Including sacks. Connects at Palisades with Ogden, Utah, and San Francisco, Cal., R. P. O. Mail carried by stage alternate days.
50.18	63,624	12	40	July 1, 1889	187	Supplied by initial and terminal offices. Palmer with Waterville, Palmer with Barrie Plains, Palmer with Gilbertville. Connects at Palmer with Boston and Albany R. P. O., and Boston, Springfield and New York R. P. O's.
15.58	32,469	20	33	July 1, 1887	619	Makes Hannibal, Mo., connections and connects at Palmyra, Mo., with Quincy, Ill., and Kansas City, Mo., R. P. O.
10.18	11,811	7	12	-----	-----	Connects at Panhandle, Tex., with Kiowa, Kans., and Panhandle, Tex., R. P. O., and at Washburn, Tex., Denver, Colo., and Fort Worth, Tex., R. P. O.
19.56	38,690	19	20	July 1, 1888	2,694	<sup>1</sup> Balance of route (80.75 miles) covered by the Cincinnati and Livingston, and Marysville, Paris and Cincinnati R. P. O's. (See Table A*.)
16.50	12,045	7	28	July 1, 1886	7,068	Mail from Huntington and Portland R. P. O., and Portland office forwarded over this line to connect at Pasco with Spokane Falls, Wash., and Portland, Oregon R. P. O. (See Table A*.) Spokane Falls and Portland for 144.90 miles of route, 258.11 miles covered by Mandan and Spokane Falls R. P. O. Reported by tenth division.
11.37	24,832	21	28	July 1, 1889	281	
18.12	11,311	6	4	July 1, 1888	25	
23.58	14,714	6	12	July 1, 1887	141	Supplied by Fergus Falls, Minn., and by Fargo, Dak., Barnesville and St. Paul, Minn., R. P. O. Connects at Fergus Falls, Minn., with Wadena and Fergus Falls, Minn., R. P. O., and with Fergus Falls, Minn., and Milnor, Dak., pouch service.
10.50	13,104	12	4	Oct. 21, 1885	706	29.96 miles reported in Table A*. Palatka and Punta Gorda R. P. O.
9.00	5,672	6	4	July 1, 1889	162	Connects Grafton and Cincinnati, and Grafton and Parkersburgh R. P. O's at Pennsborough.
10.50	6,552	6	2	July 1, 1885	196	
7.31	9,123	12	10	July 1, 1889	283	

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.
Perryville and Jackson, Tenn.	5	10027	Perryville, Memphis, Tenn.	Tennessee Midland.....
Petaluma and Lakeville, Cal.	8	46004	Petaluma, Lakeville, Cal.	San Fran. and North Pacific R. R.
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.....
Phoenix and Maricopa, Ariz.	8	40004	Maricopa, Phoenix, Ariz.	Maricopa and Phoenix R. R.
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 Chester, Pa.	2	8048	West Chester, Phoenixville, Pa.	Penn'a .....
Pinconning and Gladwin, Mich.	9	24073	Pinconning, Gladwin, Mich.	Michigan Central .....
Pine Bush and Middletown, N. Y.	2	6092	Middletown, Pine Bush, N. Y.	N. Y. L. E. and Western (Middletown and Crawford Branch).
Pittsburgh and Castle Shannon, Pa.	2	8095	Pittsburgh, Castle Shannon, Pa.	Pitts. and Castle Shannon..
Plainview and Chatfield, Minn.	10	26018	Chatfield, Plainview, Minn.	Winona and St. Peter.....
Plattsburgh and Au Sable, N. Y.	2	6029	Plattsburgh, Au Sable, N. Y.	Delaware and Hudson Canal Co.
Pleasantville and Somers Point, N. J.	2	7020	Pleasantville, Somers Point, N. J.	West Jersey .....
Point Pleasant and Bayhead Junction, N. J.	2	7005 (part)	Elizabethport, Bayhead Junction, N. J.	Central R. R. of New Jersey
Poland and Herkimer, N. Y.	2	6119	Herkimer, Poland, N. Y.	Herkimer, Newport and Poland.
Pomeroy and Landenburgh, Pa.	2	8131	Landenburgh, Pomeroy, Pa.	Pennsylvania .....
Pomeroy and Starbuck, Wash.	8	43014	Starbuck, Pomeroy, Wash.	Oreg., Rwy. and Navigation Co.
Poncho Springs and Monarch, Colo.	7	38009	Poncho Springs, Monarch, Colo.	Denver and Rio Grande ....
Port Huron and Almont, Mich.	9	24060	Port Huron, Almont, Mich.	Flint and Pere Marquette..
Port Monmouth and Red Bank, N. J.	2	7049 (part)	Easton town, Port Monmouth, N. J.	Central R. R. of New Jersey.
Prairie du Sac and Mazo Manie, Wis.	10	25030	Mazo Manie, Prairie du Sac, Wis.	Chl., Mil. and St. Paul .....
Pratt Junction and Harrison, Wis.	10	25068	Pratt Junction, Harrison, Wis.	Mil., Lake Shore and Western.
Pratt's Junction and Sterling Junction, Mass.	1	3047	Sterling Junction, 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.
Pymatuning, Pa., and Leavittsburg, Ohio.	2	21034 (part)	Salamanca, Dayton, Ohio.	N. Y., Lake Erie and Western.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
-----	884	6	20	-----	Pounds.	See Perryville and Memphis R. P. O. (Table A*.) R. P. O. service established on route 19027, between Jackson and Memphis, Tenn., distance 86.39 miles, July 23, 1888. On May 27, 1889, service extended to Perryville, Tenn., increasing distance 49.10 miles. R. P. O. service not extended until June 6, 1889.
7.53	4,099	6	4	July 1, 1888	28	Connects at Petaluma with Ukiah and San Francisco R. P. O.
19.22	23,987	12	6	July 1, 1888	93	Connects at Peters with Milton and Stockton R. P. O.; supplied by Stockton office.
10.47	6,533	6	2	July 1, 1889	27	Connects Norfolk and Lynchburgh and Washington and Wilmington R. P. O's at Petersburg and Norfolk and Richmond R. P. O. at City Point.
35.78	26,119	7	8	Apr. 20, 1888	464	Connects at Maricopa with El Paso, Tex., and Los Angeles, Cal., R. P. O.
11.86	48,104	39	52	July 1, 1889	670	<sup>1</sup> Including sacks.
11.28	14,077	12	22	July 1, 1889	189	
18.43	23,001	18	36	July 1, 1889	217	
28.28	17,647	6	8	July 1, 1888	87	At Pinconning, Mich., the Mackinaw City and Detroit R. P. O.
13.74	17,148	12	12	July 1, 1889	153	
6.02	3,756	6	4	July 1, 1889	67	
28.73	35,855	12	20	July 1, 1887	200	Supplied by Ryota, Minn., and by Winona and Tracy, Minn., R. P. O.
23.52	14,676	6	10	July 1, 1889	184	
7.31	13,684	18	18	July 1, 1889	70	
<sup>1</sup> 1.00	936	9	6	July 1, 1885	4999	<sup>1</sup> Balance of route (49.19 miles) covered by N. Y. and Point Pleasant R. P. O. (See Table A*.)
17.06	31,636	8	12	July 1, 1889	281	
18.54	11,569	6	6	July 1, 1889	54	
29.53	18,427	6	6	Sept. 1, 1886	312	Connects at Starbuck with Farmington, Wash., and Pendleton, Oregon R. P. O. Supplied by that line.
16.00	10,040	6	12	July 1, 1886	106	Trains run from and to Salida, Colo., and there connect Denver and Aspen, Colo. R. P. O., and Denver, Colo., and Ogden, Utah, R. P. O.
34.50	43,056	12	26	July 1, 1884	235	At Port Huron, Mich., connects East Saginaw and Port Huron, Fort Gratiot and Chicago, Fort Gratiot and Detroit, and Port Austin and Port Huron R. P. O's.
<sup>1</sup> 6.58	4,106	6	8	July 1, 1889	382	Balance of route (2.89 miles) covered by Red Bank and Bridgeton R. P. O. (See Table A*.)
10.33	12,892	12	12	July 1, 1887	265	Supplied by Mazo Manie, Wis., and by Chicago, Ill., and North McGregor, Iowa, R. P. O.
17.98	11,219	6	6	-----	-----	New service; established April 1, 1889. Supplied by Pratt Junction, Wis., and by Ashland and Milwaukee, Wis., R. P. O's.
4.83	9,042	18	18	July 1, 1880	324	Portland and Worcester R. P. O's exchange with Sterling, Pratt's Junction, Leominster, and Fitchburg Worcester with Fitchburg, and Boston, Springfield, and New York R. P. O.
3.44	16,026	42	41	July 1, 1889	642	<sup>1</sup> Including sacks.
18.35	37,689	24	53	July 1, 1880	1,180	Supplied by initial and terminal offices. Bristol with Warren, Fall River with Boston, Springfield and New York R. P. O's. Boston, Providence and New York R. P. O's., and Providence and New London R. P. O.
<sup>1</sup> 29.70	55,598	18	24	July 1, 1888	2,429	<sup>1</sup> Balance of route (134.54 miles) covered by Salamanca and Youngstown R. P. O., (see Table A*), and by Leavittsburg and Cincinnati R. P. O. (See Table A*, fifth division).

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.
Quenemo and Osage City, Kans.	7	33055	Quenemo, Osage City, Kans	Chicago, Kansas and Western.
Rahway and Perth Amboy, N. J.	2	7038	Rahway, Perth Amboy N. J.	Pennsylvania.....
Rantoul and Le Roy, Ill .....	6	123058 (part)	West Lebanon, Ind., Le Roy Ill	Illinois Central.....
Ravenels and Young's Island, S. C.	4	14028	Ravenels, Young's Island, S. C.	Charles and Savannah R. R.
Raymond and Berenda, Cal. . .	8	46054	Berenda, Raymond, Cal . . .	Southern Pacific R. R . . . .
Readville and Dedham, Mass .	1	3073	Readville, Dedham, Mass. . .	Old Colony R. R. (Prov. Div.)
Readsborough, Vt., and Hooaac Tunnel Station (n. o.), Mass.	1	2001	Readsborough, Vt., Hooaac Tunnel Station (n. o.), Mass.	Deerfield River R. R. . . . .
Red Jacket and Hancock, Mich.	10	24068	Hancock, Red Jacket, Mich.	Hancock and Calumet . . . . .
Redlands and San Bernardino, Cal.	8	46056	San Bernardino, Redlands, Cal.	California Central Rwy. ....
Renton and Franklin, Wash . .	8	43007	Renton, Franklin, Wash. . . .	Columbia and Puget Sound R. R.
Republic and Iron Mountain, Mich.	10	125018 (part)	Milwaukee, Wis., Republic, Mich.	Milwaukee and Northern . .
Rib Lake and Chelsea, Wis. . .	10	25066	Chelsea, Rib Lake, Wis . . . .	Wisconsin Central.....
Richfield Junction and Richfield Springs, N. Y. . . .	2	6043	Richfield Junction, Richfield Springs, N. Y. . . .	Delaware, Lackawanna and Western.
Richford and Newport, Vt. . . .	1	2009	Richford, Newport, Vt. . . . .	Southeastern Rwy. . . . .
Richland Centre and Lone Rock, Wis. . . . .	10	25029	Lone Rock, Richland Centre, Wis. . . . .	Chi., Mil. and St. Paul. . . . .
Ridgefield and Branchville, Conn. . . . .	1	5023	Branchville, Ridgefield, Conn. . . . .	Danbury and Norwalk R. R.
Ridgewood Junction and Rutherford Junction, N. J. .	2	7055	Rutherford Junction, Ridgewood Junction, N. J. . . . .	N. Y., Lake Erie and Western.
Ripon and Berlin, Wis. . . . .	10	125003 (part)	Milwaukee, Berlin, Wis. . . .	Chi., Mil. and St. Paul. . . . .
River Falls Junction (n. o.) and Ellsworth, Wis.	10	25033	River Falls Junction, Ellsworth, Wis.	Chi., St. P. Minn. and Omaha.



parts of railroads over which no railway post-offices run, in operation, etc.—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.
20.00	25,709	12	10	Aug. 15, 1886	107	Connects at Quenemo, Kans., with Ottawa and Emporia, Kans., R. P. O., and Topeka and Fort Scott, Kans., R. P. O.; at Lyndon, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O., and at Osage City, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.
7.58	18,920	24	12	July 1, 1889	503	
33.17	20,698	6	28	July 1, 1887	183	<sup>1</sup> Balance of route covered by West Lebanon, Ind., and Rantoul, Ill., R. P. O. (See Table A.) Supplied by Rantoul, Howard, and Le Roy, Ill. Connects at Rantoul, Ill., with Chicago and Centralia, Ill., R. P. O.; at Howard, Ill., with Chicago, Decatur, Ill., and St. Louis, Mo., R. P. O., and at Le Roy, Ill., with Indianapolis, Ind., and Peoria, Ill., R. P. O.
5.70	5,335	9	4	July 1, 1889	89	Two trips with mail outward, one inward.
21.30	15,549	7	4	June 30, 1888	47	Connects at Bereuda with San Francisco and Los Angeles R. P. O.
2.22	6,124	27	10	July 1, 1889	45	Boston exchanges with Dedham and Walnut Hill, Dedham with Walnut Hill.
11.30	7,051	6	6	July 1, 1889	114	Readsborough exchanges with Boston and Troy R. P. O., Sherman, Vt., and Munroe Bridge.
15.67	9,778	6	8	Sept. 10, 1886	108	Supplied by initial and terminal offices. Connects at Junction (n. o.), Mich., with Lake Linden and Junction (n. o.), pouch service, and at Hancock, Mich., with Calumet and Houghton, Mich., pouch service.
9.25	24,669	21	20	July 1, 1889	247	Connects at San Bernardino with Albuquerque, N. M., and Los Angeles, Cal., and San Bernardino and Oceanside R. P. O's.
21.10	15,493	7	6	July 1, 1889	148	Service extended from Black Diamond September 5, 1888. Supplied by Spokane Falls, Wash., and Portland, Oregon, R. P. O., and exchanges mail with Seattle. Connects at Renton with Seattle and New Castle R. R.
47.00	34,310	7	6	June 23, 1888	1,028	<sup>1</sup> Balance of route covered by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. (See Table A.) Supplied by Republic, Mich., and by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. Connects at Republic, Mich., with Humboldt and Republic, Mich., pouch service, and at Iron Mountain, Mich., with Powers, Mich., and Florence, Wis., R. P. O.
6.35	4,635	12	6	July 1, 1889	45	Supplied by Chelsea, Wis., and by Ashland and Abbotsford, Wis., R. P. O.
22.06	68,827	30	75	July 1, 1889	582	
31.57	39,399	12	14	July 1, 1889	524	Supplied by initial and terminal offices and Newport and Springfield R. P. O.
16.33	10,100	12	22	July 1, 1887	337	Supplied by initial and terminal offices, and by Chicago, Ill., and North McGregor, Iowa, R. P. O.
4.36	49,882	24	8	July 1, 1889	168	Supplied by Danbury and South Norwalk R. P. O. Ridgedfield with Branchville.
9.98	12,455	12	14	July 1, 1889	43	
12.72	15,875	12	10	July 1, 1887	1,565	<sup>1</sup> Balance of route covered by Oshkosh and Milwaukee, Wis., R. P. O. (See Table A.) Supplied by Ripon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Ripon, Wis., with Sheboygan and Princeton, Wis., R. P. O., and at Rush Lake, Wis., with Winneconne and Rush Lake, Wis., pouch service.
25.76	32,148	12	14	July 1, 1887	282	Supplied by Hudson, Wis. Connects at River Falls Junction (n. o.), Wis., with St. Paul, Minn., and Elroy, Wis., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Roaring Springs and Ore Hill, Pa.	2	8163	Roaring Springs, Ore Hill, Pa.	Pennsylvania .....
Roberts and Guide, Tex .....	11	31042	Guide, Roberts, Tex. ....	Houston and Texas Central
Rochelle and Gainesville, Fla.	4	16012	Palatka, Gainesville, Fla ...	Florida Southern Rwy .....
Rockford and Rochelle, Ill. ....	6	(part) 23057	Rochelle, Rockford, Ill .....	Chicago and Iowa .....
Rock Island and Cable, Ill .....	6	23059	Rock Island, Cable, Ill. ....	Rock Island and Peoria .....
Rockport and Salem, Mass ...	1	3003	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 Spring Hope, N. C.	3	13028	Rocky Mount, Spring Hope, N. C.	Wilmington and Weldon ...
Rodney and Chippewa Lake, Mich.	9	24074	Rodney, Chippewa Lake, Mich.	Detroit, Lansing and Northern.
Rogers and Bentonville, Ark.	11	29018	Rogers, Bentonville, Ark. ...	Bentonville R. R. ....
Rogers and Summit, Ga. ....	4	15055	Rogers, Summit, Ga. ....	Rogers and Summit R. R. ...
Rome and Clinton, N. Y. ....	2	6051	Clinton, Rome, N. Y. ....	N. Y., Ontario and Western
Rondout and Libertyville, Ill. ...	6	23099	Rondout, Libertyville, Ill. ...	Chicago, Milwaukee and St. Paul.
Roscoe and Bowdle, Dak. ....	10	26010 (part)	Hastings, Minn., Bowdle, Dak.	Chic., Mil. and St. Paul. ....
Rosedale and Lamont, Miss. ...	4	18025	Lamont, Rosedale, Miss. ....	Louis., New Orleans and Tex. Rwy.
Roswell and Chamblee, Ga. ....	4	15035	Roswell Junction (n. o.), Roswell, Ga.	Rich. and Dan. R. R. ....
Rothwell and Mt. Sterling, Ky.	5	20022	Mt. Sterling, Rothwell, Ky.	Ky. and South Atlantic ....
Rowland and Pee Dee (n. o.), S. C.	4	14030	Pee Dee Junction (n. o.), Rowland, N. C.	Florence R. R. ....
Rumsey and Elmira, Cal. ....	8	46015	Elmira, Rumsey, Cal. ....	Vaca Valley and Clear Lake R. R.
Russellville and Adairville, Ky.	5	20014 (part)	Owensborough, Adairville, Ky.	Owensborough and Nashville.
Rutland and Ellendale, Dak. ...	10	35031	Rutland, Ellendale, Dak. ....	Chi., Mil. and St. Paul .....
Sabula and Clinton, Iowa .....	6	27012 (part)	Clinton, Iowa, La Croese, Wis.	Chicago, Milwaukee and St. Paul.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
8.36	2,097	6	2	July 1, 1889	Pounds 54	
52.13	32,529	6	14	July 1, 1886	775	Connects at Terrel, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.; at Kaufman, Tex., with Dallas and Kemp, Tex., R. P. O.; at Guide, Tex., with Fort Worth and Guide, Tex., R. P. O., and the Denison and Houston, Tex., R. P. O.
10.50	13,104	12	6	July 1, 1884	333	39.62 miles of route reported in Table A*, Palatka and Gaines R. P. O.
27.72	34,594	12	22	July 1, 1887	153	Supplied by initial and terminal offices, and by Chicago and Forrester, Ill., R. P. O. Connects at Rockford, Ill., with Kenosha, Wis., and Rockford, Ill., Chicago, Freeport, Ill., and Dubuque, Iowa, and with Rockford, Ill., and Mineral Point, Wis., R. P. O.'s. Connects at Davis Junction, Ill., with Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.
27.35	17,066	6	16	July 1, 1887	147	Supplied by Rock Island, Ill. Connects with all lines centering at that point.
19.69	24,573	12	64	July 1, 1880	867	Boston exchanges with Rockport, Gloucester, Magnolia, Beverly Farms, Manchester, Beverly, and Pride's Crossing; Salem with same offices; Gloucester with Rockport, Magnolia, Manchester, and Bangor and Boston R. P. O.; three additional round trips between Salem and Gloucester.
16.35	30,607	18	16	July 1, 1888	289	
19.12	11,931	6	4	July 1, 1888	71	Connects Washington and Wilmington R. P. O. at Rocky Mount.
5.91	3,688	6	4	July 1, 1888	48	At Rodney, Mich., connects the Big Rapids and Detroit R. P. O.
7.05	9,545	13	8	July 1, 1886	217	Connects at Rogers, Ark., with Monett, Mo., and Paris, Tex., R. P. O.
20	12,480	6	8	July 1, 1888	31	
13.19	16,461	12	40	July 1, 1889	134	
3.28	2,047	6	4	July 1, 1888	63	Supplied by Chicago, Ill.
15.29	9,541	6	8	July 1, 1887	2377	Balance of route covered by Hastings and Cologne, Minn., St. Paul, Minn., and Mitchell, Dak., and Aberdeen and Orient, Dak., R. P. O.'s. (See Table A*.) Supplied by initial and terminal offices, and by Aberdeen and Orient, Dak. R. P. O. Connects at Roscoe, Dak., with Eureka and Roscoe pouch service.
25.63	15,931	6	14			
10.69	13,341	12	8	July 1, 1888	62	
18.70	11,669	6	4	July 1, 1888	119	
27.50	17,160	6	10			
51.50	52,374	7	20	July 1, 1880	247	Connects at Elmira with Ogden, Utah, and San Francisco, Cal., R. P. O. Supplied by initial and terminal offices. Six additional trips (23.70 miles) between Elmira and Madison. Service extended from Madison October 8, 1888.
13.39	8,335	6	8	July 1, 1884	472	Balance of route (72.26 miles) covered by the Owensboro and Russellville R. P. O. (See Table A*.)
49.73	31,031	6	18	July 1, 1888	141	Supplied by Ellendale, Dak., and by Breckinridge, Minn., and Aberdeen, Dak., R. P. O. Connects at Ludden, Dak., with Oakes, Dak., and Hawarden, Iowa, R. P. O., and at Ellendale, Dak., with Edgeby and Aberdeen, Dak. pouch service.
16.46	30,813	18	14	July 1, 1887	2,982	Balance of route covered by Chicago, Ill., and McGregor, Iowa, and La Crosse, Wis., and Dubuque, Iowa, R. P. O.'s. (See Table A*.) Supplied by Chicago, Ill., and McGregor, Iowa, and by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.'s. Connects at Clinton, Iowa, with all lines centering there.

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.
Saginaw City Junction (n. o.) and Saginaw, Mich.	9	24049	Saginaw City Junction (n. o.), Saginaw, Mich.	Flint and Pere Marquette ..
St. Agnes Station (n. o.) and Catonsville, Md.	8	10026	St. Agnes Station (n. o.), Catonsville, Md.	Baltimore and Potomac.....
St. Augustine and Palatka, Fla.	4	16027	St. Augustine, Palatka, Fla.	St. Aug. and Palatka Rwy...
St. Charles and Geneva, Ill....	6	23084	Geneva, St. Charles, Ill.....	Chicago and Northwestern.
St. Clair and Lenox, Mich.....	9	24037	St. Clair, Lenox, Mich.....	Michigan Central.....
St. Clairsville and Steele, Ohio.	5	21056	St. Clairsville, Steele, Ohio..	Baltimore and Ohio .....
St. George and Mariner's Harbor, N. Y.	2	6062	New York, Mariner's Harbor, N. Y.	Staten Island, R. T. Co.....
St. George and Tottenville, N. Y.	2	6068	St. George, Tottenville, N. Y.	Staten Island R. T. Co .....
St. Hilaire and Crookston, Minn.	10	26050	Crookston, St. Hilaire, Minn.	St. Paul, Minn., and Manitoba.
St. John's and Church's Ferry, Dak.	10	35039	Church's Ferry, St. John's, Dak.	St. Paul, Minn., and Manitoba.
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, St. Peter's, Pa.	Wilmington and Northern..
Salisbury and Glasgow, Mo ...	7	28025	Salisbury, Glasgow, Mo ....	Wabash Western.....
Salt Lake and Stockton, Utah.	8	41005	Salt Lake, Stockton, Utah..	Utah and Nevada R. R. ....
San Anselmo and San Quentin, Cal.	8	46025	San Anselmo, San Quentin, Cal.	North Pacific Coast R. R. ...
Sand Beach and Palm Station, Mich.	9	24061	Sand Beach, Palm Station, Mich.	Flint and Pere Marquette ..
Sandersville 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 Jacinto and Perris, Cal ...	8	46059	Perris, San Jacinto, Cal ...	California Central Rwy ....
Santa Cruz and Pajaro, Cal....	8	46021	Pajaro, Santa Cruz, Cal ...	Santa Cruz R. R. ....
Santa Fé and Lamy, N. Mex ..	7	39001	Lamy, Santa Fé, N. Mex....	Atchison, Topeka and Santa Fé R. R.
Santa Rosa and Napa Junction, Cal.	8	46060	Napa Junction, Santa Rosa, Cal.	Southern Pacific R. R. ....
Sault de Ste. Marie and Sault Junction (n. o.), Mich.	10	24072	Sault de Ste. Marie, Sault Junction, Mich.	Dul., So. Shore and Atlantic.
Savanna and Fulton, Ill.....	6	23090	Savanna, Fulton, Ill.....	Chicago, Burlington and Northern.

parts of railroads over which no railway post offices run, in operation, etc.—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.
3.75	10,530	26	14	July 1, 1884	<i>Pounds.</i> 286	At Saginaw City Junction connects Bay City, Wayne, and Detroit, and Ludington and Toledo R. P. O's.
3.93	4,905	12	4	July 1, 1889	104	At Saginaw, Mich., connects Bay City and Jackson and East Saginaw and Howard City R. P. O's.
24.90	18,177	7	10	July 1, 1888	50	Supplied by closed pouches from Baltimore, Md.
3.21	8,012	24	10	May 28, 1888	182	Supplied by Geneva, Ill., and by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at St. Charles, Ill., with Chicago, Dunbar, Ill., and Dubuque, Iowa, R. P. O., and at Geneva, Ill., with Geneva and Aurora, Ill., pouch service.
16.06	20,043	12	13	July 1, 1884	274	At Lenox, Mich., connects Fort Gratiot and Detroit and Lenox and Jackson R. P. O's.
7.50	14,040	18	14	July 1, 1888	248	
13.86	12,106	30	60	July 1, 1889	1,676	'Balance of route (5.90 miles) covered by New York and St. George R. P. O. (See Table A*.)
15.28	47,674	30	63	July 1, 1889	407	
28.30	8,880	3	4	July 1, 1887	54	Supplied by Crookston, Minn. Connects at that point with Barnesville, Minn., and Minot, Dak., and St. Vincent and Crookston, Minn., R. P. O's.
55	17,160	3	14	July 1, 1889	96	New service; established January 1, 1889. Supplied by initial and terminal offices. Connects at Church's Ferry, Dak., with Barnesville, Minn., and Minot, Dak., R. P. O.
15.65	9,766	6	6	July 1, 1887	71	All offices on line exchange pouches with Saint Louis, Mo.
10.23	12,767	12	8	July 1, 1888	161	
7	8,736	12	8	July 1, 1889	87	
15.81	11,541	7	14	July 1, 1887	65	Connects at Salisbury, Mo., with St. Louis, Moberly, and Kansas City, Mo., R. P. O., and at Glasgow, Mo., with St. Louis, Louisiana, and Kansas City, Mo., R. P. O.
40.50	25,272	6	12	July 1, 1886	131	Supplied by Salt Lake City.
6	11,848	19	16	July 1, 1886	139	Connects at San Anselmo with Cazadero and San Francisco R. P. O. San Rafael and San Quentin exchanges with San Francisco.
18.93	23,625	12	23	July 1, 1884	163	At Palm Station connects the Port Austin and Port Huron R. P. O.
3.29	2,040	6	8	July 1, 1884	167	
17.36	10,826	6	4	Mar. 14, 1887	112	
29.95	18,688	6	14	July 1, 1888	226	
20.16	12,580	6	10	July 1, 1889	180	New service established July 10, 1888. Connects at Perris with San Bernardino and Oceanside R. P. O.
20.07	29,883	13	16	July 1, 1886	184	Connects at Pajaro with San Francisco and Santa Margarita R. P. O. Watsonville exchanges mail with all offices on the line in addition to supply by R. P. O.
19.19	56,035	28	10	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.
37.59	54,881	14	22	July 1, 1889	248	New service established July 26, 1888. Supplied by Ogden, Utah, and San Francisco, Cal., R. P. O. Pouches exchanged with San Francisco and Santa Rosa.
47.80	64,626	13	8	Jan. 9, 1888	612	Supplied by Sault de Ste. Marie, Mich., and by Mackinaw City and Houghton, Mich., R. P. O. Connects at Sault de Ste. Marie, Mich., with Sault de Ste. Marie and Gladstone, Mich., R. P. O.
18.57	25,144	19	16	July 1, 1887	295	Connects Minneapolis, Minn., and Oregon, Ill., R. P. O. with Fulton, Ill., and lines centering there.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, termini of route.	Corporate title of company.
Saxonville and Natick, Mass...	1	3032	Natick, Saxonville, Mass...	Boston and Albany R.R....
Saybrook Junction and Saybrook Point, Conn.	1	5015 (part)	Hartford, Saybrook Point, Conn.	Hartford and Conn. Valley R.R.
Schenectady and Quaker Street, N. Y.	2	6030	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.....
Scranton and Wilkes-Barre, Pa.	2	8079	Wilkes-Barre, Scranton, Pa.	Del. and Hud. Canal Co....
Schriever and Houma, La.....	11	30004	Schriever, Houma, La.....	Morgan's, Louisiana and Texas.
Schuylerville and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	Fitchburg.....
Schuylerville Junction and Mechanicsville, N. Y.	2	6121	Mechanicsville, Schuylerville Junction, N. Y.	.....do.....
Schwander's Station (n. o.) and St. Elmo, Colo.	7	38014	Schwander's Station (n. o.), St. Elmo, Colo.	Denver, South Park and Pacific.
Sea Isle Junction and Ocean 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.
Seivern and Blackville, S. C...	4	14026	Blackville, Seivern, S. C....	Black, Alston and Newberry R.R.
Seligman, Mo., and Eureka Springs, Ark.	11	29013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs R. R. ....
Seligman and Prescott, Ariz...	8	40003	Seligman, Prescott, Ariz....	Prescott and Ariz. Central Rwy.
Selma and Martin's, Ala.....	4	17022	Selma, Martin's Station, Ala.	Birn, Selma and New Orleans R.R.
Sewell Depot and Cliff Top, W. Va.	3	12026	Sewell Depot, Cliff Top, W. Va.	Longdale Iron Co.....
Sheffield and Eulalia, Pa.....	2	8105	Sheffield, Eulalia, Pa.....	Tionesta Valley.....
Shelby Junction (n. o.) and Shelby, Ala.	4	17031	Shelby, Junction Station, (n. o.).	Shelby Iron Co.....
Shenandoah and Mahanoy Plane, Pa.	2	8119	Shenandoah, Mahanoy Plane, Pa.	Philadelphia and Reading..
Sheridan Junction (n. o.) and Sheridan, Oregon.	8	44009	Sheridan Junction (n. o.), Sheridan, Oregon.	Oregonian R. R. Co., Limited Line.
Shumway and Altamont, Ill...	6	123060 (part)	Chicago, Altamont, Ill.....	Wabash.....
Sidney and Champaign, Ill....	6	23065	Sidney, Champaign, Ill....	Wabash.....
Silver Brook Junction and Silver Brook, Pa.	2	8173	Silver Brook, Silver Brook Junction, N. Y.	Lehigh Valley.....
Silver Lake Junction (n. o.) and Silver Springs, N. Y.	2	6097	Silver Lake Junction (n. o.), Silver Lake, N. Y.	Silver Lake.....
Skaneateles Junction and Skaneateles, N. Y.	2	6060	Skaneateles Junction, Skaneateles, N. Y.	Skaneateles.....
Sleepy Eye and Redwood Falls, Minn.	10	26016	Sleepy Eye, Redwood Falls, Minn.	Chicago and Northwestern
Sligo and Lawsonham, Pa.....	2	8093	Lawsonham, Sligo, Pa.....	Allegheny Valley.....
Smithton and Okatona, Ark....	11	29017	Smithton, Okatona, Ark....	Southwestern Arkansas and Indian Ter.

parts of railroads over which no railway post-offices run, in operation, etc.—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.
					<i>Pounds.</i>	
3.04	4,917	12	4	July 1, 1889	71	Supplied by initial and terminal offices. Balance of route (44.43 miles) covered by R. P. O. service. (See Table A.) Supplied by New London and New Haven and Hartford and Saybrook R. P. O's.
1.00	3,107	18	21	July 1, 1885	63	
15.46	28,941	18	16	July 1, 1889	92	Connects at Schriever, La., with New Orleans, La., and Houston, Tex., R. P. O.
5.95	11,138	18	8	July 1, 1889	237	
4.50	8,424	18	12	July 1, 1889	404	
19.32	30,139	15	50	July 1, 1889	310	
15.20	22,279	14	12	July 1, 1886	149	
13.02	32,498	24	22	July 1, 1889	213	Trains run from Como, Colo., via Buena Vista, to St. Elmo. Supplied by Denver and Leadville, Colo., R. P. O., and Buena Vista, Colo.
15.18	18,945	12	12	July 1, 1889	298	
20.95	15,294	7	8	July 1, 1886	333	Supplied by Seattle, Wash.
15.76	19,668	12	10	July 1, 1889	83	
19.25	14,053	7	6	July 1, 1886	126	Connects at Seligman, Mo., with Monett, Mo., and Paris, Tex., R. P. O. Connects at Seligman with Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O.
20.09	18,464	6	4	July 1, 1889	61	
20.82	30,397	14	18	July 1, 1886	640	Connects Richmond and Huntington and Washington R. P. O. at Sewell Depot.
74.88	54,662	7	16	Feb. 28, 1888	439	
20.32	12,679	6	6	July 1, 1888	57	Supplied by initial and terminal offices. Connects, at Sidney, Ill., with La Fayette, Ind., and Quincy, Ill., R. P. O., and at Champaign, Ill., with Champaign and Havana, Ill.; Chicago and Centralia, Ill., and with Indianapolis, Ind., and Peoria, Ill., R. P. O's.
10.10	6,302	6	2	-----	-----	
12.73	15,887	12	12	July 1, 1889	70	Supplied by initial and terminal offices and by Winona and Tracy, Minn., R. P. O. Connects at Redwood Falls, Minn., with St. Paul, Minn., and Watertown, Dak., R. P. O.
6.67	8,324	12	4	July 1, 1888	82	
6.92	4,318	27	20	July 1, 1889	296	Connects at Smithton, Ark., with the St. Louis, Mo., and Texarkana, Ark., R. P. O.
7.21	8,998	12	8	Mar. 28, 1887	119	
10.54	6,577	6	4	July 1, 1887	1,085	Supplied by initial and terminal offices. Connects, at Redwood Falls, Minn., with St. Paul, Minn., and Watertown, Dak., R. P. O.
12.29	15,338	12	8	July 1, 1887	108	Supplied by initial and terminal offices. Connects, at Smithton, Ark., with the St. Louis, Mo., and Texarkana, Ark., R. P. O.
2.61	1,629	6	2	July 1, 1889	34	
1.14	1,422	12	16	July 1, 1889	330	Supplied by initial and terminal offices. Connects, at Smithton, Ark., with the St. Louis, Mo., and Texarkana, Ark., R. P. O.
5.18	12,929	24	18	July 1, 1889	228	
26.67	33,284	12	18	July 1, 1887	210	Supplied by initial and terminal offices. Connects, at Smithton, Ark., with the St. Louis, Mo., and Texarkana, Ark., R. P. O.
10.79	6,733	6	6	July 1, 1889	65	
14.58	9,997	6	4	July 1, 1886	41	

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.
Snohomish and Woodenville, Wash.	8	43020	Woodenville, Snohomish, Wash.	Seattle, Lake Shore and Eastern Rwy.
Snow Shoe and Milesburgh, Pa.	2	8083 (part)	Bellefonte, Snow Shoe, Pa.	Pennsylvania.....
Socorro and Magdalena, N. Mex.	7	39010	Socorro, Magdalena, N. Mex.	Atchison, Topeka and Santa Fé
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.	Central R. R. of New Jersey.
Somerville and Moscow, Tenn.	8	19019	Moscow, Somerville, Tenn.	Memphis and Charleston....
South Acton Depot (n. o.) and Marlborough, Mass.	1	8023	South Acton Depot (n. o.), Marlborough, Mass.	Fitchburg R. R. ....
South Braintree and Fall River, Mass.	1	8044	South Braintree, Fall River, Mass.	Old Colony R. R. ....
South Braintree and Plymouth, Mass.	1	8046	South Braintree, Plymouth, Mass.	Old Colony R. R. ....
Southbridge, Mass., and East Thompson, Conn.	1	8052	East Thompson, Conn., Southbridge, Mass.	New York and New England R. R.
South Framingham and Milford, Mass.	1	8028	South Framingham, Milford, Mass.	Boston and Albany R. R. ....
Sparkill and Tallman, N. Y. ....	2	6002	Tallman, Sparkill, N. Y. ....	N. Y., Lake Erie and W. ....
Spencer and South Spencer (n. o.), Mass.	1	8066	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 El Paso, Tex. ....	11	31039 (part)	San Antonio, El Paso, Tex..	Galveston, Harrisburg and San Antonio. (So. Pac.)
Spring City and Jewett, Tenn. ....	5	19021	Spring City, Jewett, Tenn. ..	Tennessee Central.....
Springfield Junction and Mines, Pa.	2	8157	Springfield Junction, Mines, Pa.	Pennsylvania.....
Stamford and Hobart, N. Y. ....	2	6073	Rondout, Hobart, N. Y. ....	Ulster and Delaware .....
Stanwood and Tipton Iowa ...	6	27013	Stanwood, Tipton, Iowa.....	Chicago and Northwestern ..
State Line and Van Deusen, Mass.	1	8071	Van Deusen, 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.



parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
14.84	20,003	13	8	July 1, 1889	188	New service; established January 7, 1889. Connects at Woodenville with Seattle and Olney. Supplied by Seattle.
19.17	21,874	12	10	July 1, 1889	84	<sup>1</sup> Balance of route (2.70 miles) covered by Lock Haven and Tyrone R. P. O. (See Table A <sup>2</sup> .)
27.65	20,185	7	4	July 1, 1886	110	Connects at Socorro, N. Mex., with Albuquerque, N. Mex., and El Paso, Tex., R. P. O.
6.47	16,149	24	16	July 1, 1887	643	<sup>1</sup> Balance of route covered by Des Moines and Winterset, Iowa, R. P. O. (See Table A <sup>2</sup> .) Supplied by Des Moines and Winterset, Iowa, R. P. O. Connects at Indianola, Iowa, with Des Moines, Iowa, and St. Joseph, Mo., R. P. O.
16.01	29,971	18	24	July 1, 1889	261	
13.57	8,468	6	6	July 1, 1888	74	
12.71	35,689	27	30	July 1, 1889	261	Boston with Maynard, Hudson, Rock Bottom, Boston and Troy R. P. O., and Essex Junction and Boston R. P. O. with Maynard, Hudson, Rock Bottom, and Marlborough; Maynard with Boston and Greenville R. P. O.
35.17	87,784	24	90	July 1, 1889	873	Supplied by Boston, Fall River, Taunton, Middleborough, Boston, and Wellfleet R. P. O., and Lowell and Taunton R. P. O.'s.
26.52	49,645	18	75	July 1, 1889	837	Supplied by Boston, Mass. Plymouth exchanges with Boston and Wellfleet R. P. O. and Boston, Springfield, and New York R. P. O.
18.90	22,464	12	36	July 1, 1889	300	Boston and Hopewell Junction R. P. O., and Boston, Mass. Exchanges with Globe Village, Quinebaug, Webster, Southbridge, and West Dudley. Quinebaug with Webster.
12.36	30,850	24	56	July 1, 1889	629	Supplied by initial and terminal offices. Connects at South Framingham with 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.'s.
13.11	16,361	12	20	July 1, 1889	176	
2.18	6,801	30	10	July 1, 1889	319	Spencer with Boston and Albany R. P. O.
21.99	27,443	12	18	May 16, 1887	161	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.
500.25	365,182	7	26	July 1, 1886	1,218	<sup>1</sup> 134 miles of route 31029, between San Antonio and Spofford, Tex., covered by Houston and Eagle Pass, Tex., R. P. O. Makes El Paso, Tex., connections, and connects at Spofford, Tex., with Houston and Eagle Pass, Tex., R. P. O. Closed-pouch service between Eagle Pass, Tex., and Piedras Negras, Mexico; distance, 203 miles.
12.31	6,677	6	8	July 1, 1889	60	<sup>1</sup> On January 14, 1889, Spring City and Balta R. R. service (9.32 miles) extended to Jewett, Tenn., increasing distance 2.99 miles.
8.20	5,117	6	4	July 1, 1889	61	
4.00	4,992	12	4	July 1, 1889	1,280	<sup>1</sup> Balance of route (74.36 miles) covered by Rondout and Stamford R. P. O. (See Table A <sup>2</sup> .)
8.94	11,157	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.
14.12	10,408	9	18	July 1, 1889	103	Supplied by Pittsfield and Bridgeport R. P. O.; Boston and Albany R. P. O.; and New York and Chicago R. P. O.'s. State Line with Rockdale Mills and West Stockbridge.
21.21	26,470	12	12	July 1, 1889	571	
7.65	9,547	12	12	July 1, 1889	175	
7.42	9,260	12	10	July 1, 1888	180	

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, term of route.	Corporate title of company.
Stillwater and Hastings, Minn.	10	26045	Hastings, Stillwater, Minn.	Chi., Mil. and St. Paul .....
Stillwater and Minneapolis, Minn.	10	26008	Minneapolis, Stillwater, Minn.	St. Paul and Duluth .....
Stillwater and Stillwater Junction (n. o.), Minn.	10	26027	Stillwater, Stillwater Junction, Minn.	Chi., St. P., Minn. and Omaha
Stokesdale and Madison, N. C.	3	13037	Stokesdale, Madison, N. C.	Cape Fear and Yadkin Valley.
Stokesdale Junction and Antrim, Pa.	2	8065	Corning, N. Y., Antrim, Pa.	Fall Brook Coal Co .....
Stoneville and Greenville, Miss.	4	(part) 18011	Greenville, Stoneville, Miss.	Rich. and Dan. R. R. ....
Streator and Walnut, Ill. ....	6	23102	Streator, Walnut, Ill. ....	Chicago, Burlington and Quincy.
Strong and Bazaar, Kans. ....	7	133077 (part)	Bazaar, Barnard, Kans. ....	Chicago, Kansas and Western.
Stuart and Anaconda, Mont. ....	10	36003	Stuart, Anaconda, Mont. ....	Montana Union .....
Suffield and Windsor Locks, Conn.	1	5025	Windsor Locks, Suffield, Conn.	New York, New Haven and Hartford R. R.
Suffolk and Whaleyville, Va.	3	11037	Suffolk, Whaleyville, Va. ....	Suffolk Lumber Co .....
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. ....
Sumner and Bremer, Iowa. ....	6	127061 (part)	Sumner, Hampton, Iowa ....	Chicago, St. Paul and Kansas City.
Suspension Bridge and Buffalo, N. Y.	2	6003	Buffalo, Suspension Bridge, N. Y.	N. Y., L. E. and Western ....
Suspension Bridge and Niagara Falls, N. Y.	2	6018	Rochester, Niagara Falls, N. Y.	N. Y. C. and H. R. ....
Sutherland, Va., and Milton, N. C.	3	11019	Sutherland, Va., Milton, N. C.	Richmond and Danville. ....
Suwanee and Lawrenceville, Ga.	4	15032	Suwanee, Lawrenceville, Ga.	Rich. and Dan. ....
Sylvania and Rockyford, Ga. ....	4	15046	Sylvania, Rockyford, Ga. ....	Sylvania R. R. ....
Talbotton and Paschal, Ga. ....	4	15033	Talbotton, Bostick (n. o.), Ga.	Talbotton R. R. ....
Tallahassee and St. Marks, Fla.	4	16013	Tallahassee, St. Marks, Fla.	Fla. Cent. and Pens. R. R. ....
Tallulah Falls and Cornelia, Ga.	4	15043	Cornelia, Tallulah Falls, Ga.	Blue Ridge and Atlantic R. R.

parts of railroads over which no railway post offices run, in operation, etc.—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.
26.12	38,135	14	26	July 1, 1887	Pounds. 270	Supplied by initial and terminal offices, and by Chicago, Illinois, and Minneapolis, Minn., R. P. O. Connects at Stillwater, Minn., with Stillwater and Minneapolis, Minn., and Stillwater and Stillwater Junction (n. o.), Minn., pouch service, and at Hastings, Minn., with Hastings and Cologne, Minn., R. P. O.
29.39	36,679	12	12	July 1, 1887	109	Supplied by Minneapolis and St. Paul, Minn. Connects at Stillwater, Minn., with Stillwater and Hastings, Minn., and Stillwater Junction (n. o.), Minn., pouch service; at White Bear Lake, Minn., with Duluth and St. Paul, Minn., R. P. O., and at Minneapolis, Minn., with lines centering at that city.
3.59	14,188	38	14	July 1, 1887	336	Connects at Stillwater, Minn., with Stillwater and Hastings, Minn., and Stillwater and Minneapolis, Minn., pouch service. Connects at Stillwater Junction (n. o.), Minn., with St. Paul, Minn., and Elroy, Wis., R. P. O.
11.48	7,164	6	4	July 1, 1886	158	Connects Mount Airy and Bennettsville R. P. O. at Stokesdale.
15.80	14,789	9	26	July 1, 1889	754	Balance of route (35.20 miles) covered by Geneva and Williamsport R. P. O. (See Table A*.)
9.60	12,098	13	8	July 1, 1888	27	Supplied by Streator and La Salle, Ill., and by Walnut, Ill. Connects at Streator with all lines centering there. Connects at La Salle, Ill., with Chicago, Ill., and West Liberty, Iowa, and with Mendota and Centralia, Ill., R. P. O.'s. Connects at I. V. and N. Junction with Chicago, Ill., and Burlington, Iowa, R. P. O., and at Walnut, Ill., with Mendota and Fulton, Ill., R. P. O.
59.22	37,390	6	28	July 1, 1889	68	
12.60	7,863	6	4	July 1, 1889	577	176.40 miles of route 33077, between Strong and Keystone, Kans., covered by Superior, Nebr., and Strong, Kans., R. P. O., and 43.18 miles, between Keystone and Barnard, Kans., covered by Keystone and Barnard, Kans., R. P. O. (See Table A*.)
8.53	24,839	28	16	July 1, 1886	158	Connects at Strong, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O. and Superior, Nebr., and Strong, Kans., R. P. O.
4.90	12,230	24	10	July 1, 1885	156	Connect, at Stuart, Mont., with Garrison and Butte City, Mont., R. P. O.
13.17	8,218	6	4	July 1, 1889	36	Supplied by initial and terminal offices, Hartford and Boston, Springfield and New York R. P. O.
13.08	19,097	14	8	-----	-----	Connects at Sniann with Ogden, Utah, and San Francisco, Cal., R. P. O., at Napa Junction with Calcutoga and Vallejo R. P. O.
14.68	18,321	12	27	July 1, 1889	179	Balance of route covered by Bremer and Hampton, Iowa, R. P. O. Connects at Sumner, Iowa, with Hayfield, Minn., and Dubuque, Iowa, R. P. O.
8.97	13,903	15	20	July 1, 1889	64	
16.56	10,383	6	8	-----	-----	Including closed Canada mail.
25.69	80,153	30	72	July 1, 1880	1,885	Balance of route (74.33 miles) covered by Rochester and Niagara Falls R. P. O. (See Table A*.) Connects Richmond and Danville R. P. O. at Sutherland.
11.80	1,872	10	10	July 1, 1880	4,660	
7.26	9,060	12	8	July 1, 1889	124	
9.96	6,215	6	4	July 1, 1888	129	
14.97	18,682	12	8	July 1, 1888	100	
7.04	8,785	12	8	July 1, 1888	101	
22.03	18,746	6	4	July 1, 1884	15	
21.18	18,424	7	10	July 1, 1888	226	

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.
Taunton and New Bedford, Mass. (Part.)	1	3051 (part)	New Bedford, Fitchburg, Mass.	Old Colony R. R. ....
Tavares and Clermont, Fla. ....	4	16034	Tavares, Clermont, Fla. ....	Tavares, Apopka and Gulf R. R. ....
Taylor's Falls and Wyoming, Minn.	10	26033	Wyoming, Taylor's Falls, Minn.	St. Paul and Duluth. ....
Theresa Junction and Clayton, N. Y.	2	6115	Theresa Junction, Clayton, N. Y.	Rome, Wat. and Ogdens. ....
Thibodeaux and Schriever, La.	11	30009	Schriever, Thibodeaux, La.	Morgan's Louisiana and Texas. ....
Thomasville, Ga., and Monticello, Fla.	4	16035	Thomasville, Ga., Monticello, Fla.	Savannah, Fla. and West. Rwy. ....
Tia Juana Junction (n. o.) and Oneonta, Cal.	8	46062	Tia Juana Junction (n. o.), Oneonta, Cal.	National City and Otay R. R. ....
Topton and Kutztown, Pa. ....	2	8062	Topton, Kutztown, Pa. ....	Philadelphia and Reading Barclay. ....
Towanda and Barclay, Pa. ....	2	8069	Towanda, Barclay, Pa. ....	Southern Pacific R. R. ....
Tracy and Newman, Cal. ....	8	46065	Tracy, Newman, Cal. ....	
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.	Pennsylvania. ....
Trenton Junction and Trenton, N. J.	2	7044	Trenton, Trenton Junction, N. J.	Central R. R. of New Jersey. ....
Tripp and Armour, Dak. ....	10	35025	Tripp, Armour, Dak. ....	Chi., Mil. 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	6026	Albany Junction, Troy, N. Y.	Del. and Hud. Canal Co. ....
Troy and Schoenectady, N. Y.	2	6012	Troy, Schoenectady, N. Y.	N. Y. C. and H. R. ....
Tunnelton and Kingwood, W. Va.	3	12021	Kingwood, Tunnelton, W. Va.	Kingwood. ....
Turbotville and Watsontown, Pa.	2	8168	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. R. ....
Turnerville and Colchester, Conn.	1	5020	Turnerville, Colchester, Conn.	New York, New Haven and Hartford R. R. ....
Two Rivers and Manitowoc, Wis.	10	125018 (part)	Manitowoc, Two Rivers, Wis.	Mil., L. S. and Western. ....
Union Pacific Transfer and Broadway Depot, Council Bluffs, Iowa.	6	27102	Union Pacific Transfer, Council Bluffs, Iowa.	Union Pacific. ....
University Station and Chapel Hill, N. C.	3	13018	University Station, Chapel Hill, N. C.	Richmond and Danville. ....
Valley Springs and Lodi, Cal.	8	16046	Lodi, Valley Springs, Cal. ....	San Joaquin and Sierra Nevada R. R. ....
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. ....
Verdigris and Creighton, Neb.	6	51016 (part)	Norfolk Junction, Verdigris, Neb.	Fremont, Elkhorn and Mo. Valley. ....
Verona and Negley, Pa. ....	2	8143	Negley, Verona, Pa. ....	Allegheny Valley. ....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
20.91	52,231	24	41	July 1, 1889	Pounds. 1,611	Balance of route (72.73 miles) covered by R. P. O. service. (See Table A*.) New Bedford exchanges with Taunton, East Freetown, Providence, Boston, Providence and New York R. P. O.; Boston, Springfield and New York R. P. O.; Boston and Wellfleet R. P. O., and Lowell and Taunton R. P. O.; Taunton with Myrick's and Freetown.
29.34	18,308	6	10	July 1, 1889	92	
20.78	28,095	13	36	July 1, 1887	429	Supplied by initial and terminal offices and by Duluth and St. Paul, Minn., R. P. O.
16.25	20,280	12	36	July 1, 1889	222	
5.77	8,424	14	6	July 1, 1886	209	Connects at Schriever, La., with New Orleans, La., and Houston, Tex., R. P. O.
24.84	36,266	14	8	July 1, 1889	233	
1.99	1,242	6	2	July 1, 1889	21	New service established September 5, 1888. Supplied by National City.
5.08	9,472	18	8	July 1, 1889	184	
17.85	11,188	6	6	July 1, 1889	88	
37.18	27,141	7	16	July 1, 1889	150	New service established October 13, 1888. Connects at Tracy with Sacramento and San Francisco R. P. O.; also supplied by Tracy.
26.22	32,723	12	25	July 1, 1884	520	At Walton connects the Mackinaw City and Grand Rapids R. P. O.
6.08	25,293	40	142	July 1, 1889	519	<sup>1</sup> Including sacks.
4.28	8,012	18	10	July 1, 1889	162	
20.23	25,247	12	12	Mar. 23, 1887	142	Supplied by Manilla, Iowa, and Mitchell, Dak., R. P. O.
7.50	74,880	106	2304	July 1, 1889	8,721	<sup>1</sup> Three round trips on Sunday.
5.81	36,254	60	210	July 1, 1889	4,422	<sup>2</sup> Including sacks.
22.12	41,409	18	164	July 1, 1889	980	<sup>1</sup> Including sacks.
10.95	13,666	12	8	July 1, 1889	126	Connects Baltimore and Grafton R. P. O. at Tunnelton.
6.53	4,075	6	4	July 1, 1889	64	
13.01	8,118	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 all lines centering there.
4.87	15,194	30	30	July 1, 1889	301	Turner's Falls with Greenfield, Newport, and Springfield R. P. O., and Boston and Troy R. P. O. Greenfield with Montague City.
4.20	10,483	24	12	July 1, 1885	128	Colchester exchanges with Turnerville, New Haven, Willimantic, and Willimantic and New Haven R. P. O.
7.33	9,148	12	10	July 1, 1887	2,640	<sup>1</sup> Balance of route covered by Ashland and Milwaukee, Wis., R. P. O. (See Table A*.) Supplied by Manitowish, Wis., and by Ashland and Milwaukee, Wis., R. P. O.
1.76	6,776	37	18	July 1, 1889	621	Carries local exchanges between Omaha, Nebr., and Council Bluffs, Iowa.
11.33	14,140	12	8	July 1, 1888	152	Connects Goldsborough and Greensborough R. P. O. at University Station.
26.81	19,571	7	43	June 21, 1888	468	Connects at Lodi with Sacramento and San Francisco R. P. O.; also supplied by Lodi.
5.25	6,552	12	26	July 1, 1889	202	
10.66	13,304	12	8	July 1, 1887	82	Supplied by Dwight and Washington, Ill., R. P. O.
11.38	7,101	6	4	July 1, 1889	360	<sup>1</sup> Balance of route covered by Creighton and Norfolk, Nebr., R. P. O. Supplied by Creighton, Nebr., and by Creighton and Norfolk, Nebr., R. P. O.
5.42	5,073	9	4	July 1, 1889	63	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Vesper and Dexterville Junction (n. o.), Wis.	10	25056	Dexterville Junction, Vesper, Wis.	Wis., Pitta. and Superior ...
Victoria and Port Lavaca, Tex.	11	131019 (part)	Port Lavaca, Cuero, Tex. ...	Gulf, Western Texas and Pacific (So. Pac.).
Vidalia and Jonesville, La. ....	11	30005	Vidalia, Jonesville, La. ....	Natchez, Red River and Texas.
Vincennes, Ind., and St. Francisville, Ill.	6	23037	Vincennes, Ind., St. Francisville, Ill.	Cairo, Vincennes and Chicago.
Vinita and Red Fork, Ind. T. ....	11	32002	Vinita, Red Fork, Ind. T. ....	St. Louis and San Francisco.
Visalia and Goshen, Cal. ....	8	46018	Visalia, Goshen, Cal. ....	Visalia R. R. ....
Volcano Junction and Volcano, W. Va.	3	12003	Volcano Junction, Volcano, W. Va.	Laurel Fork and Sand Hill.
Wahneta, Bartow, Fla. ....	4	16021	Wahneta, Bartow, Fla. ....	South Fla. R. R.
Wakefield and Peabody, Mass.	1	3010	Wakefield, Peabody, Mass. ...	Boston and Maine R. R. ....
Walla Walla and Wallula, Wash.	8	43004	Walla Walla, Wallula, Wash.	Oregon Rwy and Navigation Co.
Wallula, Wash., and Umatilla, Oregon.	8	44005 (part)	Umatilla, Wallula, Wash. ...	.....do .....
Walterborough and Green Pond, S. C.	4	14025	Green Pond, Walterborough, S. C.	Green Pond, Walter. and Branchville R. R.
Wampum Junction (n. o.) and Homewood, Pa.	2	8044	Erie, Homewood, Pa. ....	Erie and Pittsburgh .....
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 .....
Warsaw and Clinton, N. C. ....	3	13030	Warsaw, Clinton, N. C. ....	Wilmington and Weldon ...
Wartrace and Shelbyville, Tenn.	5	19020	Wartrace, Shelbyville, Tenn.	Nashville, Chattanooga and St. Louis.
Washington and Barnett, Ga.	4	15006	Washington, Barnett, Ga. ...	Georgia R. R. ....
Washington and Greenleaf, Kans.	7	33021 (part)	Waterville, Washington, Kans.	Central Branch Union Pacific.
Washington and Waynesburgh, Pa.	2	8114	Washington, Waynesburgh, Pa.	Waynesburgh and Washington.
Watertown and Brookings, Dak.	10	35014	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.
Waverly and Waverly Junction, Iowa.	6	27094	Waverly Junction, Waverly, Iowa.	Burlington, Cedar Rapids and Northern.

parts of railroads over which no railway post-offices run, in operation, etc.—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.
					<i>Pounds.</i>	
20.87	13,023	6	8	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 Hogan and Dexterville, Wis., pouch service.
27.20	8,486	3	4	July 1, 1886	217	128.29 miles of route 31019, between Victoria and Cuero, Tex., covered by Rosenberg and Cuero, Tex., R. P. O. (See Table A*.) Connects at Victoria, Tex., with Rosenberg and Cuero, Tex., R. P. O.
25.60	15,974	6	6	Apr. 19, 1886	12	Connects at Natchez, Miss., with Jackson and Natchez, Miss., R. P. O.
10.88	13,578	12	8	July 1, 1887	334	Connects Danville and Cairo, Ill., R. P. O. with Vincennes, Ind., and all lines centering there.
68.01	49,647	7	40	July 1, 1886	168	Connects at Vinita, Ind. T., with Sedalia, Mo., and Denison, Tex., R. P. O. and Monett, Mo., and Vinita, Ind. T., R. P. O.
7.66	15,152	19	16	July 1, 1886	324	Connects at Goshen with San Francisco and Los Angeles R. P. O. and Goshen and Alcalde R. R. Visalia exchanges with Lemoore, Hanford, and Tulare.
7.02	8,761	12	4	July 1, 1889	39	Connects Grafton and Cincinnati and Grafton and Parkersburg R. P. O.'s at Volcano Junction.
17.67	23,925	13	10	Feb. 16, 1885	171	
8.09	10,096	12	10	July 1, 1889	123	Newburyport and Boston R. P. O. exchanges with Montrose, Peabody, and Lynnfield; Boston with Lynnfield and Peabody.
32.06	13,404	7	10	-----	-----	Connects at Walla Walla with Farmington and Pendleton. Walla Walla exchanges with Spokane Falls and Portland R. P. O.
27.20	19,856	7	26	Aug. 15, 1888	6,382	Pouches and sacks from Portland for the Spokane Falls and Portland R. P. O. go over this line for connection at Pasco. Balance of route (186.00 miles) covered by the Huntington and Portland. (See Table A*.)
12.37	16,675	13	8	July 1, 1888	150	
16.20	7,738	12	4	July 1, 1885	1,305	Balance of route (106.75 miles) covered by Erie and Pittsburgh R. P. O. (See Table A*.)
9.14	20,024	21	18	July 1, 1889	901	Fall River, with Warren, Providence, Providence and New London R. P. O., and Boston, Springfield, and New York R. P. O.
3.13	3,906	12	8	July 1, 1888	124	Connects Norfolk and Raleigh R. P. O. at Warren Plains.
13.11	16,361	13	14	July 1, 1888	262	Connects Washington and Wilmington R. P. O. at Warsaw.
8.36	10,433	12	12	July 1, 1888	334	
18.58	27,126	14	12	July 1, 1888	265	
7.58	14,190	18	8	July 1, 1886	1,805	13.11 miles of route 33021, between Waterville and Greenleaf, Kans., covered by Atchison and Lenora, Kans., R. P. O. (See Table A*.)
						Connects at Washington, Kans., with Lincoln, Nebr., and Concordia, Kans., R. P. O., and at Greenleaf, Kans., with Atchison and Lenora, Kans., R. P. O.
29.73	37,103	12	28	July 1, 1889	693	
48.21	35,193	7	36	July 1, 1886	342	Supplied by initial and terminal offices, and by Tracy, Minn., and Pierre, Dak., R. P. O. Connects at Watertown, Dak., with lines centering there.
12.52	15,625	12	8	July 1, 1889	203	
6.15	7,188	12	21	July 1, 1885	235	West Winsted and Bridgeport R. P. O. and Waterbury exchange with Watertown and Oakville.
23.05	14,383	6	8	July 1, 1887	170	Supplied by La Crosse, Wis., and Dubuque, Iowa, R. P. O.
6.06	7,488	12	8	July 1, 1887	71	Supplied by Albert Lea, Minn., and Burlington, Iowa, R. P. O. Connects at Waverly Iowa, with Bremer and Hampton, Iowa, and with Minnetonka, Hayfield, Minn., and Waterloo, Iowa, R. P. O.'s.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Wawa and Chester, Pa. ....	2	8008 (part)	Chester, Pa., Port Deposit, Md.	Phila., Wilm. and Balto. ....
Wayne and Randolph, Nebr. .	6	34060	Wayne, Randolph, Nebr. ....	Chicago, St. Paul, Minn. and Omaha.
Webster City and Lehigh, Iowa.	6	27075	Webster City, Lehigh, Iowa.	Webster City and Southwestern.
Wellfleet and Provincetown, Mass.	1	3041 (part)	Middleborough, Provincetown, Mass.	Old Colony R. R. ....
Wellington and Caldwell, Kans.	7	133037 (part)	Mulvane, Caldwell, Kans. ....	Atchison, Topeka and Santa F6.
Wellington and Ciasna Park, Ill.	6	22080	Wellington, Ciasna 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	8148	West Brownsville, Uniontown, Pa.	Pennsylvania .....
Weston and Buckhannon, W. Va.	3	12011	Weston, Buckhannon, W. Va.	Weston and Buckhannon...
West Stewartstown and Coos, N. H.	1	1005	West Stewartstown, Coos, N. H.	Upper Coos R. R. ....
West Wareham and Fairhaven, Mass.	1	3050	Fairhaven, West Wareham, Mass.	Old Colony R. R. ....
Wetumpka and Elmore, Ala. .	4	17024	Elmore, Wetumpka, Ala. ....	Louis. and Nash. R. R. ....
White Haven and Upper Lehigh, Pa.	2	8097	White Haven, Upper Lehigh, Pa.	Central R. R. of New Jersey.
White River Junction and Woodstock, Vt.	1	2013	White River Junction, Woodstock, Vt.	Woodstock R. R. ....
Whitestone and Whitestone Junction, N. Y.	2	6094 (part)	Long Island City, Whitestone, N. Y.	Long Island .....
Whiting and Birmingham, N. J.	2	7063	Whiting, Birmingham, N. J.	Pennsylvania .....
Whitman and Bridgewater, Mass.	1	8040	Whitman, Bridgewater, Mass.	Old Colony R. R. ....
Wilkes Barre and Wanamie, Pa.	2	8101	Wilkes Barre, Wanamie, Pa.	Central R. R. of New Jersey.
Williamsburgh and Hollidaysburgh, Pa.	2	8084	Hollidaysburgh, Williamsburgh, Pa.	Pennsylvania .....
Williamstown and Millersburgh, Pa.	2	8108	Millersburgh, Williamstown, Pa.	Northern Central .....



parts of railroads over which no railway post-offices run, in operation, etc.—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.
17.17	13,422	18	18	July 1, 1885	Pounds 945	<sup>1</sup> Balance of route (51.57 miles) covered by Philadelphia and Port Deposit R. P. O. (See Table A*.)
20.83	12,908	6	8	.....	.....	Supplied by Wayne, Nebr., and by Sioux City, Iowa, and Norfolk, Nebr., R. P. O.
17.83	11,126	6	6	July 1, 1887	71	Supplied by Webster City, Iowa. Connects at Webster City, Iowa, with Dubuque and Sioux City, Iowa, and with Tama and Hawarden, Iowa, R. P. O.'s. Connects at Lehigh, Iowa, with Fort Dodge and Lehigh, Iowa, pouch service.
14.36	17,921	12	18	July 1, 1889	3,821	Balance of route (71.94 miles) covered by R. P. O. service. (See Table A*.) Boston and Wellfleet R. P. O. exchanges with Truro, North Truro, South Truro, and Provincetown; Wellfleet with Provincetown.
21.92	32,003	14	12	July 1, 1886	767	<sup>1</sup> 16.41 miles of route 33037, between Mulvane and Wellington, Kans., covered by Newton and Kiowa, Kans., R. P. O. (See Table A*.) Connects at Wellington, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., Newton and Kiowa, Kans., R. P. O., St. Joseph, Mo., and Caldwell, Kans., R. P. O., and Wellington and Hunnerville, Kans., pouch service. Connects at Perth, Corbin and Caldwell, Kans., with St. Joseph, Mo., and Caldwell, Kans., R. P. O., and at Caldwell, Kans., with Beaumont and Anthony, Kans., R. P. O.
12.72	7,937	6	14	July 1, 1887	117	Supplied by Wellington, Ill., and by Chicago, Ill., and Terre Haute, Ind., R. P. O.
18.12	13,228	7	10	July 1, 1886	1,691	<sup>1</sup> 113.41 miles of route 33005, between Cherry Vale and Wellington, Kans., covered by Kansas City, Mo., and Wellington, Kans., R. P. O. (See Table A*.) Connects at Wellington, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., Newton and Kiowa, Kans., R. P. O., St. Joseph, Mo., and Caldwell, Kans., R. P. O., and Wellington and Caldwell, Kans., pouch service; and at South Haven, Kans., with Beaumont and Anthony, Kans., R. P. O.
18.80	23,462	12	24	July 1, 1889	83	
16.29	20,395	12	17	July 1, 1889	827	Connects Clarkeburgh and Weston R. P. O. at Weston.
21.23	26,405	12	14	July 1, 1889	217	Supplied by Portland and Island Pond R. P. O.'s.
15.59	19,456	12	40	July 1, 1889	881	Connects at West Wareham with Boston and Wellfleet R. P. O.'s, New Bedford with Rochester and Boston, Providence, and New York R. P. O.
6.91	8,623	12	6	July 1, 1888	156	
8.80	10,982	12	10	July 1, 1889	100	
14.44	18,021	12	20	July 1, 1889	801	White River Junction exchanges with Quechee, Taftsville, and Woodstock. Taftsville with Woodstock and Quechee, Woodstock with Quechee.
14.35	10,858	24	32	July 1, 1889	846	<sup>1</sup> Balance of route (7.01 miles) covered by Thomas-ton and Long Island City R. P. O. (See Table A*.) <sup>2</sup> Including sacks.
18.75	23,400	12	18	July 1, 1889	34	
8.13	10,146	12	10	July 1, 1889	54	East Bridgewater exchanges with Boston and Wellfleet R. P. O. and Boston.
12.46	15,550	12	18	July 1, 1889	123	
14.28	17,821	12	18	July 1, 1889	203	
21.04	39,387	18	28	July 1, 1889	238	

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Willmar, Minn., and Sioux Falls, Dak.	10	26041	Willmar, Minn., Sioux Falls, Dak.	Willmar and Sioux Falls ...
Willow and Fruto, Cal.	8	46069	Willow, Fruto, Cal.	Southern Pacific R. R.
Wilton Junction and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.
Wilmington and Wrightsville, N. C.	3	13035	Wilmington, Wrightsville, N. C.	Wilmington Sea Coast.
Wilmot and Milbank, Dak.	10	35009	Milbank, Wilmot, Dak.	Chi., Mil. and St. Paul
Winchester and North Woburn, Mass.	1	3018	Winchester, North Woburn, Mass.	Boston and Maine R. R. (Lowell System).
Windsor Beach (n. o.) and Rochester, N. Y.	2	6136	Windsor Beach, Rochester, N. Y.	Rome, Wat. and Ogdens
Winifrede Junction (n. o.) and Winifrede, W. Va.	3	12008	Winifrede Junction (n. o.), Winifrede, W. Va.	Winifrede
Winfield and Washington, Iowa.	6	27035 (part)	Burlington, Washington, Iowa.	Burlington and Northwestern.
Winneconne and Rush Lake, Wis.	10	25007	Rush Lake, Winneconne, Wis.	Chi., Mil. and St. Paul
Winona Junction (n. o.) and La Crosse, Wis.	10	25014 (part)	Winona, Minn., La Crosse, Wis.	Chicago and Northwestern.
Winston and Walnut Cove, N. C.	3	13040	Winston, Walnut Cove, N. C.	Roanoke and Southern
Winthrop Junction (n. o.) and Revere, Mass.	1	3079	Winthrop Junction (n. o.), Revere, Mass.	Boston, Revere Beach and Lynn 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 (n. o.), Wis.	10	25025 (part)	Galena, Ill., Woodman, 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.
148.06	92,389	6	40	July 1, 1889	Pounds. 28	Route reported vacant last year. Service established January 28, 1889. Supplied by initial and terminal offices. Connects at Willmar, Minn., with Fargo, Dak., Willmar and St. Paul, Minn., and St. Cloud and Willmar, Minn., R. P. O.'s; at Granite Falls, Minn., with St. Paul, Minn., and Mitchell, Dak., R. P. O.; at Hanly Falls, Minn., with St. Paul, Minn., and Watertown, Dak., R. P. O.; at Marshall, Minn., with Tracy, Minn., and Redfield, Dak., R. P. O.; at Pipestone, Minn., with Cedar Rapids, Iowa, and Watertown, Dak., Heron Lake and Pipestone, Minn., and La Crosse, Wis., and Woonsocket, Dak., R. P. O.'s, and at Sioux Falls, Dak., with lines centering there.
17.18	10,720	6	4	-----	-----	New service; established April 20, 1889. Supplied by initial office. Connects with Redding and Sacramento R. P. O.
12.75	15,912	12	8	July 1, 1887	398	Connects at Wilton Junction, Iowa, with Chicago, Ill., and West Liberty, Iowa, R. P. O., and at Muscatine, Iowa, with Muscatine and Montezuma, Iowa, and with Davenport, Iowa, and Atchison, Kans., R. P. O.'s.
9.24	5,766	6	2	July 1, 1889	18	Connects Washington and Wilmington R. P. O. at Wilmington.
17.26	10,770	6	8	July 1, 1886	90	Supplied by Milbank, Dak. Connects at that point with St. Paul, Minn., and Mitchell, Dak., R. P. O.
4.56	5,691	12	23	July 1, 1889	269	Supplied by Boston, Woburn, and Boston, Nashua and Keene R. P. O. Thirty additional times outward and inward per week between Woburn and Winchester.
8.36	2,047	24	150	July 1, 1887	330	<sup>1</sup> Including sacks.
4.54	2,833	6	2	July 1, 1889	48	Connects Richmond and Huntington and Washington and Huntington R. P. O.'s at Winifrede Junction.
18.57	11,588	6	14	July 1, 1887	470	<sup>2</sup> Balance of route covered by Burlington and Oskaloosa, Iowa, R. P. O. (See Table A.) Supplied by initial and terminal offices and by Burlington and Oskaloosa, Iowa, R. P. O. Connects at Washington, Iowa, with Davenport, Iowa, and Atchison, Kans., and with Washington and Knoxville, Iowa, R. P. O.'s.
14.84	9,260	6	10	July 1, 1885	36	Supplied by Ripon, Wis., and by Oakshosh and Milwaukee, Wis., R. P. O. Connects at Rush Lake, Wis., with Ripon and Berlin, Wis., pouch service.
4.14	7,750	18	12	July 1, 1887	113	<sup>3</sup> Balance of route covered by Chicago, Ill., and Winona, Minn., R. P. O. Connects Chicago, Ill., and Winona, Minn., R. P. O. with La Crosse, Wis., and lines centering there.
18.52	11,556	6	8	-----	-----	Connects Greensborough and Winston R. P. O. at Winston.
1.80	2,862	18	12	July 1, 1889	141	From August 23, 1888 (265 days), supplied by Boston, Mass.
12.14	15,151	12	12	July 1, 1889	194	Wolfeborough with East Wolfeborough, and Boston, North Conway and Boston R. P. O. with Wolfeborough and East Wolfeborough, Wolfeborough with Wolfeborough Junction.
20.97	39,256	18	32	July 1, 1889	251	
22.21	48,507	21	36	July 1, 1889	426	
18.53	23,125	12	16	July 1, 1885	268	<sup>4</sup> Balance of route covered by Montfort, Wis., and Galena, Ill., and Milwaukee and Lancaster, Wis., R. P. O.'s. (See Table A.) Connects at Woodman, Wis., with Chicago, Ill., and North McGregor, Iowa, R. P. O. Supplied by initial and terminal offices and by Milwaukee and Lancaster, Wis., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Woodstock and Blockton, Ala.	4	17028	Woodstock, Blockton, Ala.	Cohaba Coal Mining Co .....
Woodville, Miss., and Bayou Sara, La.	11	30007	Bayou Sara, La., Woodville, Miss.	West Feliciana R. R. ....
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	3048	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.	10	28017	Rochester, Zumbrota, Minn.	Winona and St. Peter .....

## RECAPITULATION.

Division.	Number of route.	Miles of route.	Annual miles of service.	Number of pouches exchanged daily.
First .....	112	1,193.11	1,932,558	2,707
Second .....	220	2,665.49	4,076,618	4,424
Third .....	54	721.10	854,221	532
Fourth .....	71	1,279.30	1,137,624	515
Fifth .....	69	836.01	882,888	826
Sixth .....	79	1,466.26	1,237,376	956
Seventh .....	69	1,355.69	1,371,736	847
Eighth .....	74	2,169.90	1,805,004	970
Ninth .....	30	600.71	607,845	475
Tenth .....	98	3,414.33	2,788,333	1,531
Eleventh .....	48	1,569.20	1,674,618	519
Total .....	924	17,271.10	18,168,821	14,340
Total as per report for the fiscal year ended June 30, 1888 .....	860	17,402.59	17,436,819	15,039
Increase .....	64	*131.49	732,002	1,281

\* Decrease.

parts of railroads over which no railway post-offices run, in operation, etc.—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.
9.18	11,290	12	4	July 1, 1888	Pounds. 60	
25.29	10,936	4	4	July 1, 1886	24	
3.54	4,419	12	8	July 1, 1889	108	Boston and Wellfleet R. P. O. exchanges with Hyannis and Hyannis Port.
11.09	10,880	9	12	July 1, 1889	87	
18.42	15,675	6	36	July 1, 1888	883	<sup>1</sup> Balance of route (157.20 miles) covered by Toledo and Marietta R. P. O. (See Table A*.) Six additional round trips between Sherodsville and Bowerston, Ohio; distance 6.70 miles.
21.44	26,767	12	26	July 1, 1887	178	Supplied by initial and terminal offices and by Winona and Tracy, Minn., R. P. O. Connects at Zumbrota, Minn., with Wabasha and Zumbrota Minn., R. P. O.

TABLE D<sup>d</sup>.—Comparative statement of the railway mail service, 1830 to 1889.

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 employees of railway mail service.	Annual expenditure for all employees of the railway mail service.
1830	23						
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	*\$307,444	\$0.1714		
1838	1,913		*2,413,060	*410,487			
1839	2,302		*3,396,055	*529,602			
1840	2,818		*3,889,053	*595,353			
1841	3,535		*3,940,150	*583,843			
1842	4,026		*4,424,262	*432,568			
1843	4,185	3,091	*5,602,402	*733,687			
1844	4,377	3,714	*5,747,355	*531,752			
1845	4,633		*6,484,592	*445,430			
1846	4,930		*7,781,828	*479,370			
1847	5,508		4,462	507,475			
1848	5,996	4,735	4,327,400	584,192			
1849	7,263	5,497	4,861,177	635,740			
1850	9,021	6,886	6,524,593	818,227			
1851	10,982	8,255	8,364,503	985,019			
1852	12,008	10,146	11,082,768	1,275,530			
1853	15,360	12,415	12,086,705	1,501,329			
1854	16,720	14,440	15,438,389	1,758,610			
1855	18,374	18,333	19,392,469	2,073,082			
1856	22,016	20,323	21,809,296	2,510,389			
1857	24,503	22,559	24,267,944	2,559,847			
1858	26,078	24,431	25,763,432	2,828,301			
1859	28,789	26,010	27,268,384	3,243,974			
1860	30,635	27,129	27,653,749	3,349,662			
1861	31,286	28,118	28,118,823	3,543,709			
1862	33,170	29,338	29,777,219	3,498,115			
1863	35,904	30,172	32,871,558	3,538,617			
1864	35,085	30,616	33,391,942	3,667,044			
1865	36,401	32,401	34,087,568	3,707,421			
1866	39,250	34,042	36,609,467	3,391,592			
1867	43,229	34,015	32,437,900	3,812,600			
1868	42,229	36,018	34,880,178	4,177,126			
1869	46,844	39,537	41,390,284	4,723,680			
1870	52,914	43,727	47,551,970	5,128,901			
1871	60,283	49,894	53,557,048	5,724,979			
1872	66,171	57,911	62,491,749	6,502,771			
1873	70,278	63,457	65,621,445	7,257,196			
1874	72,384	67,734	72,460,545	8,589,603			
1875	74,096	70,083	75,154,910	9,216,518			
1876	76,898	72,348	77,741,172	9,543,134			
1877	79,089	74,516	83,338,710	8,033,936			
1878	81,776	77,120	92,120,305	9,566,595			
1879	86,497	79,991	93,092,992	9,792,589			
1880	91,671	85,339	96,497,463	10,648,986			
1881	101,813	91,569	103,521,229	11,063,117			
1882	113,329	100,363	113,995,318	13,127,715			
1883	120,552	110,298	123,198,611	13,887,800			
1884	125,160	117,160	142,541,392	15,012,603			
1885	128,067	121,032	151,012,140	16,627,983			
1886	137,986	123,933	163,699,389	15,495,191			
1887	149,913	136,949	169,609,865	16,174,691			
1888	156,082	143,713	185,485,783	17,528,599			
1889	(5)	150,381	204,192,489	19,441,096			

\* Including steam-boat service; no separate report.

† Including mail-messenger service.

‡ Service suspended in Southern States.

§ This column is taken from Poor's Manual, and is made up at the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

The figures in columns in reference to transportation are taken from the reports of the Second Assistant Postmaster-General.

TABLE E\*.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1889 (exclusive of mail separated for city delivery).

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 handled.
First .....	7,674,029	306,985,160	1,160,760	174,114,900	481,100,000	1,173,690	50,686	35,022
Second .....	11,934,435	477,377,400	2,029,193	304,378,950	781,756,350	2,631,478	122,309	27,788
Third .....	5,011,879	200,475,160	926,260	138,939,000	339,414,160	1,014,542	66,888	20,296
Fourth .....	7,212,749	288,509,960	1,527,806	220,179,900	517,689,800	1,332,794	69,826	24,037
Fifth .....	17,927,089	717,083,590	3,615,977	542,396,600	1,250,420,000	2,020,737	100,516	20,232
Sixth .....	13,341,688	533,667,520	2,817,671	422,650,650	956,318,170	1,923,850	70,744	32,387
Seventh .....	11,856,333	474,253,420	2,312,692	346,903,800	821,157,120	1,323,093	69,380	65,358
Eighth .....	3,886,705	155,468,200	644,937	96,740,550	252,208,750	774,158	25,851	15,047
Ninth .....	9,923,233	396,929,320	1,944,740	291,711,000	688,640,320	901,707	124,173	14,664
Tenth .....	8,275,295	331,011,800	1,477,249	221,587,350	552,599,150	1,368,728	34,481	16,682
Eleventh .....	5,070,367	226,814,680	997,723	149,658,450	376,473,130	1,103,393	28,507	24,174
Total .....	102,714,402	4,108,576,080	19,455,074	2,918,261,050	7,026,837,130	15,806,550	829,311	305,097
Total as per report for fiscal year ended June 30, 1888 ..	98,272,969	3,930,918,760	17,319,022	2,597,853,300	6,528,772,000	16,001,059	841,593	261,498
Increase ..	4,441,433	177,657,320	2,136,052	320,407,750	498,065,070	*134,509	*12,282	44,117

\* Decrease.

	Per cent.
Increase in number of pieces of ordinary mail matter handled, 1889 over 1888 .....	7.63
Increase in number of pieces of ordinary mail matter handled, 1888 over 1887 .....	8.76
Decrease in number of pieces of registered matter handled, 1889 from 1888 .....	0.60
Increase in number of pieces of registered matter handled, 1888 over 1887 .....	2.34

TABLE F<sup>1</sup>.—Statement of errors made in distribution, etc., by postal clerks during the fiscal year ended June 30, 1889.

Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.					Misdirected.			Errors charged against postal clerks.	Errors charged against postmasters.
			Letter packages.	Pouches.	Sacks.	Registered packages.	Registered pouches and inner registered sacks.	Letter packages.	Pouches.	Sacks.		
First .....	16,509	29,103	1,994	828	222	54	5	113	57	41	22,265	27,029
Second .....	47,377	97,701	1,518	1,302	357	98	53	173	59	92	82,385	79,155
Third .....	42,651	104,565	728	157	92	33	2	146	26	64	95,020	49,380
Fourth .....	73,062	105,124	925	257	140	36	19	154	30	126	313,820	112,002
Fifth .....	129,900	349,941	2,250	343	198	113	22	579	86	407	223,063	103,290
Sixth .....	102,853	285,891	2,770	726	382	11	.....	536	71	335	490,193	72,159
Seventh .....	106,066	270,646	1,893	1,055	752	209	41	404	89	210	407,115	114,068
Eighth .....	23,785	41,793	300	29	35	56	3	193	19	23	81,003	35,568
Ninth .....	80,121	242,632	1,935	1,756	303	43	7	319	27	202	70,919	63,075
Tenth .....	32,238	84,269	654	249	94	12	.....	220	35	172	139,616	40,077
Eleventh .....	39,072	106,239	646	282	218	91	13	111	37	63	198,261	28,307
Total ..	694,474	1,777,295	15,613	6,984	2,793	756	165	2,948	536	1,735	2,123,660	724,735
Total as per report for fiscal year ended June 30, 1888.	700,711	1,765,821	16,705	5,858	2,646	793	104	2,919	547	1,427	2,290,604	824,990
Increase ..	*6,237	11,474	*1,092	1,126	147	*37	61	29	*11	308	*172,944	*100,255

\*Decrease.

Number of pieces of mail distributed during the fiscal year ended June 30, 1889 .....	7,043,638,566
Number of errors made in the distribution of the same .....	1,808,825
Number of pieces of mail matter distributed to each error, 1889 .....	3,809
Number of pieces of mail matter distributed to each error, 1888 .....	3,643
Percentage of correct distribution, 1889 .....	.99974
Percentage of correct distribution, 1888 .....	.99972



TABLE Gs.—Statement of errors in the distribution and forwarding of mails by post-offices during the fiscal year ended June 30, 1889.

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 p. 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.
Abbeville, S. C.	3	4	40	58														
Aberdeen, Dak.	10	49	99	3	2													
Abilene, Kans.	7	340	616	7	1										257		79	
Abingdon, Va.			20	21								1						
Ada, Ohio	3	5	4	14														
Adrian, Mich.	9	148	320	8								1				16		
Aiken, S. C.	4	22	45															
Akron, Colo.	7	1	1															
Akron, Ohio	1	389	838	4							11	1				683		267
Alameda, Cal.	15	24														148		92
Alamogordo, N. M.	6	21	31	1								1						4
Albany, Ga.	3	4	9	21	4		3		1									
Albany, N. Y.	1	907	1,814	40							7	2			1	85		61
Albany, Oregon	3	88	129	3		1					3	2				876		325
Albion, Mich.	9	15	27			1												1
Albuquerque, N. Mex.	12	147	349													287		21
Alexandria, Va.	3	75	127	6							4					26		15
Allegheny, Pa.	1	403	591	9	1							1				35		111
Allentown, Pa.	2	17	30	5												33		20
Alliance, Ohio	5	10	11	1														
Alma, Kans.	3	7	29	47												87		8
Alpena, Mich.	9	27	38	11								1				17		7
Alton, Ill.	6	44	77	1														1
Altoona, Pa.	2	228	428	13	17	2					1					45		144
Americus, Ga.	3	4	2	18														
Amesbury, Mass.	2	11	28															
Amherst, Mass.	1	8	26	2														
Amsterdam, N. Y.	2	96	122								2				1	62		195
Anderson, Ind.	3	5	15	48														
Anderson C. H., S. C.	3	4	27	42														
Annapolis, Md.	3	71	109	5							7				1	163		5
Ann Arbor, Mich.	2	9	121	226	1		3				4					338		147
Annisston, Ala.	2	4	152	336	2	1					2	2				186		45
Ansonia, Conn.	1	39	56	4							2	3				22		23
Anthony, Kans.	3	7									2					175		173
Appleton, Wis.	2	10	110	193	4											22		8
Appleton City, Mo.	3	7	38	92												481		27
Argentine, Kans.	3	7	23	24	1		1				1					73		22
Arkansas City, Kans.	2	7	34	54		2												
Armourdale, Kans.	3	7	67	107	1						2					24		6
Asbury Park, N. J.	2	2	62	99							2					83		167
Ashville, N. C.	3	184	441								2	1				176		7
Ashland, Ky.	3	5	12	16		1	1											
Ashland, Ohio	3	5	29	85							1					64		2
Ashland, Oregon	3	8	2															
Ashland, Wis.	10	27	69								2	1						
Ashtabula, Ohio	5	87	200	2											1	954		31
Aspen, Colo.	2	7	84	156							8					877		443
Astoria, Oregon	3	8	50	90	1											3		
Atchison, Kans.	2	7	805	1,941	13	3					4					2,685		
Athens, Ga.	2	4	138	216	2						1							
Athens, Ohio	3	5	2															
Athens, Tenn.	4	5	144	323							3							
Atlanta, Ga.	1	4	7,241	13,764		6					31				6	1		
Atlantic City, N. J.	2	2	77	101							1					81		68
Attica, Ind.	3	5	50	138							2					191		28
Attleborough, Mass.	2	1	2															
Auburn, Cal.	3	8	7	17							1							
Auburn, Me.	2	1	28	59	1						1					6		30
Auburn, N. Y.	2	2	232	305							1					297		285
Augusta, Ga.	2	4	716	1,411	9						5	2				128		7
Augusta, Me.	1	1	419	1,375							2	2			2	76		7
Aurora, Ill.	2	6	108	161							2					450		69
Aurora, Ind.	3	6	12	12					1		1							

TABLE G<sup>6</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Austin, Tex.	12	11	434	826	2	1			1							805	392	
Baker City, Oregon.	2	8	38	48							1							
Bakersfield, Cal.	3	8	12	25	1													
Baldwin, Kans.	3	7	2	6														
Baltimore, Md.	1	3	1,694	2,499	33					1	8	1			2	96	122	
Bangor, Me.	1	1	84	139	2						3				3	5	24	
Barnesville, Ga.	4	4	1	1														
Barnesville, Ohio.	2	5	15	41							1						9	
Bartow, Fla.	2	4	1	1														
Batavia, Ill.	2	6	20	49												169	40	
Batavia, N. Y.	2	5	64	88	1	2										67	27	
Batavia, Ohio.	2	5	3	3														
Bath, Me.	1	1	51	75	1											71	83	
Bath, N. Y.	2	2	21	29												65	57	
Baton Rouge, La.	3	4	256	502	15													
Battle Creek, Mich.	9	50	82	82		9				1	3					14		
Bay City, Mich.	9	120	209	5	1											148	26	
Beatrice, Nebr.	6	77	228	1	1					3		2			2	27	8	
Beaufort, S. C.	4	5	101	101														
Beaver Falls, Pa.	2	28	35	35												29	10	
Bedford, Ind.	3	5	13	21														
Bed Air, Md.	2	2	22	27														
Bellaire, Ohio.	2	5	22	27														
Bellefontaine, Ohio.	3	5	28	40		1					1					73	6	
Bellefonte, Pa.	2	2	9	18		1										10	7	
Bellville, Ill.	2	6	47	105							1					135	1	
Belleville, Kans.	3	7	55	112		3	1				1							
Belleve, Ohio.	3	5	24	41		1					1					422	18	
Beloit, Kans.	3	7	14	17												128	19	
Beloit, Wis.	10	27	56															
Bethows Falls, Vt.	1	4	3	3												1	1	
Bethesda, Cal.	3	8	2	3														
Bennington, Vt.	2	1	10	13		1	1				2					50	32	
Benton Harbor, Mich.	3	9	8	34														
Berea, Ohio.	3	5	33	62							2							
Berkeley, Cal.	3	8	1	1														
Berryville, Va.	3	108	357	1												44	4	
Bethany, Mo.	3	5	16															
Bethlehem, Pa.	2	13	21	5	1						1	1				106	69	
Beverly, Mass.	1	120	273	3		1										384	478	
Biddford, Me.	1	65	87	2							1					159	44	
Big Rapids, Mich.	2	9	31	80		1											3	
Biloxi, Miss.	3	4	2	20														
Binghamton, N. Y.	1	2	163	280		5										29	2	
Bird City, Kans.	3	7														2		
Birmingham, Ala.	1	4	2,830	5,897		6										5,336	29	
Birmingham, Conn.	2	1	31	40							7	3			3	92	79	
Bismarck, Dak.	2	10	3	12												63	16	
Black Hawk, Colo.	8	7	3	8														
Blanchester, Ohio.	4	5	4															
Blacksburgh, S. C.	4	4	13	22		8												
Bloomfield, Ind.	4	5	5	12														
Bloomington, Ill.	2	6	504	1,716		19			1		12	2			4			
Bloomington, Ind.	3	5	43	163														
Bluff City, Tenn.	4	5	44	55														
Bluffton, Ind.	3	3	3	3							1							
Boise City, Idaho.	3	8	47	124														
Bolivar, Ohio.	4	5	4	5												4	1	
Bonnyville, Mo.	3	7	81	75					1									
Boston, Mass.	1	110	785	18,285		269	13	2	1		2	101	1		16	1,176	2,035	
Boulder, Colo.	3	7	46	86												351	155	
Bowling Green, Ky.	2	5	34	45														
Bowling Green, Mo.	3	7	3	1	1		1									66	34	
Bowling Green, Ohio.	3	5	21	51														
Bradford, Pa.	2	2	297	447		16	4									354	301	

TABLE G<sub>2</sub>.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips returned.	Missent.						Misdirected.						Errors checked—	
				No. of errors on incorrect alips.												Against railway postal clerks.	Against post-offices.
				No. of errors on incorrect alips.	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.		
Brattleborough, Vt.	2	1	42	130							2					149	270
Brazil, Ind.	3	5	73	158								1					
Breckenridge, Colo.	3	7	17	39							2					67	35
Bridgeport, Conn.	1	1	371	552	19						4	1				293	293
Bridgeton, N. J.	1	1	19	20												20	7
Bristol, Conn.	1	1	1	4							1						1
Bristol, Tenn.	3	5	48	72							1						
Brockport, N. Y.	2	2	22	50							1					10	2
Brockton, Mass.	1	1	153	255	1											170	124
Brooklyn, N. Y.	1	1	3,636	5,344	59	1					15				3	1,186	15,889
Brownsville, Tenn.	3	5	18	90													
Brunswick, Ga.	4	4	78	148	10						2	1				49	
Brunswick, Mo.	3	7	8	7	2											8	35
Bryan, Ohio.	3	5	20	79							1						
Bucyrus, Ohio.	2	5	37	51							4						
Buena Vista, Colo.	3	7	13	31													
Buffalo, N. Y.	1	2	954	1,802	61	2	1				11	14			11	239	907
Burlingame, Kans.	3	7	17	18	2											13	4
Burlington, Iowa.	1	6	122	196	1		1				2					82	3
Burlington, Kans.	3	7	4	4												35	14
Burlington, Vt.	2	1	116	184	9						2					146	44
Butler, Mo.	3	7	63	120	1				1	1							
Butte City, Mont.	2	10	49	78							1						
Cadillac, Mich.	3	9	6	7												27	4
Cadiz, Ohio.	3	5	25	197													
Cairo, Ill.	2	6	38	91	2											171	
Caldwell, Kans.	3	7	3	8												4	1
California, Mo.	3	7	24	32		1										327	1
Cambridge, Ohio.	3	5	78	139							3					153	75
Camden, N. J.	2	2	50	68							1					70	21
Cameron, Mo.	3	7	20	26	1	2										1	17
Canal Fulton, Ohio.	4	5	1	15													
Canandaigua, N. Y.	2	2	17	30												29	64
Cañon City, Colo.	3	7	51	106												17	9
Canton, Ill.	2	6	5	8	1												
Canton, Miss.	3	4	15	45													
Canton, Mo.	3	7	5	14												124	54
Canton, Ohio.	2	5	223	446	5	1					12	3			1		
Cape Girardeau, Mo.	3	7	3	4												4	4
Carlsale, Ky.	3	5	15	16		1										42	51
Carlsale, Pa.	2	2	97	191	14						4	1			1	47	32
Carrollton, Mo.	3	7	22	29	1							1					
Carson City, Nev.	3	8	13	20												28	8
Cartersville, Ga.	3	4	9	20													
Carthage, Mo.	2	7	62	85	3											398	212
Catskill, N. Y.	2	2	13	15												145	239
Cawker City, Kans.	3	7	2	3													
Cedar Falls, Iowa.	2	6	15	42	2												
Cedar Rapids, Iowa.	1	6	335	890	37						7	3					
Central City, Colo.	3	7	6	27													
Chambersburg, Pa.	2	2	87	141	8						5					348	47
Champaign, Ill.	2	6	124	429	9						3					848	40
Chanute, Kans.	3	7	39	80							1					277	17
Charleston, Mo.	3	7	6	14												91	9
Charleston, S. C.	1	4	1,314	2,396	9				1	2				1		335	101
Charleston, W. Va.	3	3	28	46												85	39
Charlestown, W. Va.	3	3	26	34		1					2						
Charlotte, Mich.	2	9	70	180												352	53
Charlotte, N. C.	3	8	456	892	3				1		3				1	221	66
Chattanooga, Tenn.	3	3	227	547	5						1					632	61
Cheboygan, Mich.	1	5	1,218	2,592	38	3					15				4	1,789	1,269
Cherry Vale, Kans.	3	7	12	16													
Chester, Pa.	1	2	253	324	8	2					2					1,547	1,210
Chester, S. C.	2	4	23	62													

TABLE G8.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Chetopa, Kans.	12	3	7	38	102	1											
Cheyenne, Wyo	6		148	281	42	1									397	69	
Chicago, Ill.	1	6	15,210	25,532	48					47							
Chico, Cal.	3	3	3	7	1												
Chillicothe, Mo.	3	7	24	46	4	1	1										
Chillicothe, Ohio	2	5	113	159	1						1	1		1	52	43	
Chippewa Falls, Wis.	2	10	11	16													
Christiansburgh, Va.	3	3													4		
Cimarron, Kans.	3	7	19	78													
Cincinnati, Ohio	1	5	5,582	9,336	106	11	2			4	125			18	14,558	9,415	
Clarksburg, W. Va.	3	3	32	45											145	130	
Clarksburg, Mo.	3	7	1	3													
Clarksburg, Tenn.	2	5	40	66							2			2			
Clay Centre, Kans.	2	7	108	213	1										226	84	
Cleveland, Ohio	1	5	2,214	3,681	35						23	2		4	1,755	70	
Cleveland, Tenn.	3	5	54	105													
Clinton, Iowa	2	6	92	180	2						1						
Clinton, Mass.	2	1	15	28											6	7	
Clinton, Mo.	3	7	43	64	3		9										
Coffeyville, Kans.	3	7	28	40		1									33	9	
Cohoes, N. Y.	2	2	65	76											114	216	
Colby, Kans.	3	7	17	19	1	1					1						
Coldwater, Kans.	3	7													12		
Coldwater, Mich.	2	9	181	278	2						1			7	1,462	9	
Colfax, Wash.	3	8	19	32							2						
Colorado Springs, Colo.	2	7	974	2,288	29	1	3				5	1			2,682	142	
Colton, Cal.	3	8	54	73													
Columbia, Mo.	2	7	29	35		1									18		
Columbia, Pa.	2	2															
Columbia, S. C.	2	4	54	131	1										307	121	
Columbia, Tenn.	3	5	75	142					1		3				254		
Columbus, Ga.	2	4	692	1,211	11					1	2	1		6	877	73	
Columbus, Ind.	2	5	66	109							1				12		
Columbus, Kans.	3	7	153	282						1					372	48	
Columbus, Miss.	3	4	154	356	2	5									138	72	
Columbus, Ohio	1	5	1,166	2,511	24		1		1	1	20			6	837	328	
Colusa, Cal.	3	8	9	24		1									41	27	
Concord, N. C.	3	3	33	116	1						2				216	36	
Concord, N. H.	2	1	31	59	1		1								75	1	
Concordia, Kans.	3	7	14	18													
Connersville, Ind.	3	5	56	104							2				3	1	
Coolidge, Kans.	3	7	24	56											108	6	
Corinth, Miss.	3	4	36	97													
Corning, N. Y.	2	2	42	83								1			22	4	
Corry, Pa.	2	2	81	125	1		2				2				93	10	
Cortland, N. Y.	2	2	86	137											9		
Corvallis, Oregon	3	8	43	79							1			1	31	19	
Cottonwood Falls, Kans.	3	7	1	1											4	2	
Council Bluffs, Iowa	1	6	200	369	14										275	262	
Council Grove, Kans.	3	7	2	2											8	4	
Covington, Ind.	3	5	25	51													
Covington, Ky.	2	5	231	374	6						3	4			155	111	
Crawfordsville, Ind.	2	5	63	95	2												
Creston, Iowa	2	6	274	821	2												
Culpeper, Va.	3	3	7	28	1		2							2	909	107	
Cumberland, Md.	3	3	18	23	2										43	6	
Cumberland, Ohio	4	5	16	22		1					1				338	83	
Cuyahoga Falls, Ohio	3	5	16	29											72	57	
Cynthiana, Ky.	3	5	24	28							1						
Dallas, Tex.	1	11	1,356	3,506	9	3	1		4	2	3	1		1	624	287	
Dalton, Ga.	3	4	54	125													
Danbury, Conn.	2	1	4	28											1		
Danville, Ill.	2	6	43	78							1	1			482	117	
Danville, Ind.	3	5	91	335							2	2		1			
Danville, Ky.	3	5	32	41							1						

TABLE G<sup>a</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Danville, Pa.	2	2	27	30													48	28
Danville, Va.	2	2	273	535	6	3	2			1	7				1		98	24
Danville, N. Y.	2	2	10	12													27	20
Darlington, S. C.	2	2	18	22														
Davenport, Iowa.	2	2	243	639	11					8	1				1		10	
Dayton, Ohio.	2	1	724	1,426	6	1				1	9	2			2		245	214
Dayton, Tenn.	2	2	17	23														
Decatur, Ala.	2	4	90	333	7													
Decatur, Ill.	2	6	149	285	8	1				2	1						963	568
Decorah, Iowa.	2	6	40	128													214	
Defiance, Ohio.	2	5	34	63		1				1								
De Land, Fla.	2	4	14	57											2			
Delaware, Ohio.	2	2	38	79						1								
Deming, N. Mex.	2	3	7	5													630	165
Denison, Tex.	2	11	57	126						3							206	49
Denver, Colo.	2	7	3,958	7,252	96	18				7	18	5			7		1,675	1,583
Des Moines, Iowa.	2	6	1,069	3,317	53					5	23	6			7		70	
De Soto, Mo.	2	7	1	12														
Detroit, Mich.	1	9	1,804	3,123	48	4				4	10	2			4		144	35
Dixon, Cal.	2	8	5	7						3								
Dixon, Ill.	2	6	48	108	3					1	3						13	
Dodge City, Kans.	2	7	69	105	1	1											127	87
Down's, Kans.	2	7															14	1
Dresden, Ohio.	4	5		5														
Dubuque, Iowa.	1	6	349	642	12												379	211
Duluth, Minn.	1	10	387	917	1					3								
Dunkirk, N. Y.	2	2	56	67													68	42
Durango, Colo.	2	7	10	15													29	15
Durant, Miss.	2	4						1										
Durham, N. C.	2	3	27	52													133	77
East Las Vegas, N. Mex.	2	7	41	223											1			
East Liverpool, Ohio.	2	5	60	114						3								
Easton, Pa.	2	2	34	60		2											30	49
East Orange, N. J.	2	2	10	13			1				1						139	190
East Portland, Oregon.	2	8	111	186						1							167	14
East Saginaw, Mich.	2	9	332	689	6		10			1							30	
Eaton, Ohio.	2	5	1	22														
Eaton Rapids, Mich.	2	9	21	37													41	14
Eau Claire, Wis.	2	10	86	113						2							137	430
Edina, Mo.	2	7	2	3													27	13
El Dorado, Kans.	2	7	30	58	2												135	83
Elgin, Ill.	2	6	638	1,276	1					5								
Elizabeth, N. J.	2	2	39	48											1		226	106
Elizabeth City, N. C.	2	3	8	9														8
Elkhart, Ind.	2	5	157	439	2					9	1				1			
Ellensburg, Wash.	2	8	31	53						2								
Ellicott City, Md.	2	3	4	8													15	29
Ellis, Kans.	2	7	5	6			1										10	
Ellsworth, Kans.	2	7	5	5														
Elmira, N. Y.	1	2	153	284	5	1				1	3						54	25
El Paso, Tex.	2	11	51	70							1						276	117
Elyria, Ohio.	2	5	40	89						1							449	59
Emmitsburgh, Md.	2	3	1	1														
Emporia, Kans.	2	7	62	101		1					1						524	351
Englewood, Ills.	2	6	443	711	15					2	1						1,574	635
Erie, Kans.	2	7	1	1													14	1
Erie, Pa.	1	2	246	456	8	1	3			2							2,155	185
Escanaba, Mich.	2	10																
Eugene City, Oregon.	2	8	222	354	10					1							352	127
Eureka, Cal.	2	8	23	39							1							
Eureka, Kans.	2	7	16	17	1													
Eureka, Nev.	2	8	4	6							1							
Evanson, Ill.	2	6	54	61	1					1							143	18
Evansville, Ind.	1	5	349	530	5					2					1		106	33
Fairmont, W. Va.	2	3	5	7						1							40	

TABLE GS.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Fall River, Mass.	2	1	29	39							3					31	6
Fargo, Dak.	10	90	264	7	2										1	14	16
Faribault, Minn.	12	11	18													165	39
Farmville, Va.	3	8	12	14		1					1	1					
Fayetteville, N. C.	3	3	28	43												277	120
Fernandina, Fla.	4	4	107	148							2					8	1
Fitchburg, Mass.	2	1	33	65	3										1	75	24
Findlay, Ohio.	5	5	123	372	6	2					2	2					
Flint, Mich.	9	9	63	99	1											88	7
Florence, Ala.	4	4	25	89	1						2						
Florence, Kans.	8	7	7	24		1	12									66	13
Florence, S. C.	3	4	75	155													
Flushing, N. Y.	2	2	7	7												59	135
Fond du Lac, Wis.	10	13	28								1				1		
Fort Collins, Colo.	3	7	4	4												29	65
Fort Dodge, Iowa.	12	6	41	104	1												
Fort Gratiot, Mich.	3	9	2	17													
Fort Leavenworth, Kans.	3	7	17	29							4						
Fort Madison, Iowa.	2	6	71	145	3	1					1					107	1
Fort Plain, N. Y.	2	2		2	2												
Fort Scott, Kans.	2	7	122	217	2		1		1	1	2	1		1		484	87
Fort Smith, Ark.	11	248	308													1,177	103
Fort Valley, Ga.		4	12	342							2						
Fort Wayne, Ind.	1	5	207	505	5						3	1				47	
Fort Worth, Tex.	2	11	255	650	4	1	1			2	3	1		1		656	44
Fortress Monroe, Va.	2	3	16	52	1												11
Fostoria, Ohio.	2	5	86	143	3						4	1					2
Frankfort, Ind.	3	5	9	14							1					32	
Frankfort, Kans.	3	7														1	
Frankfort, Ky.	2	5	180	314	2						3						
Franklin, Ind.	3	5	13	29													
Franklin, Ky.	3	5	61	105								2		1		2	
Franklin, Ohio.	3	5	13	21							1						
Franklin, Pa.	2	2	200	403	1											508	233
Franklin, Tenn.	3	5	111	185	1	1					9					1,095	291
Frederick, Md.		3	26	72	2						1	1				13	10
Fredericksburgh, Md.	3	3	68	83	2											64	1
Fredonia, Kans.	3	7	14	23												117	14
Fredonia, N. Y.	2	2	85	116							1					172	35
Freeport, Ill.	2	6	10	25												95	25
Fremont, Nebr.	2	6	45	100							1				1	15	5
Fremont, Ohio.	2	5	56	159							5						
Fresno, Cal.	2	8	35	45													
Frostburgh, Md.	3	3														11	3
Fulton, Mo.	3	7	6	8													
Fulton, N. Y.	2	2		5	1											1	
Gadsden, Ala.	3	4	91	337								2				511	68
Gainesville, Fla.	3	4	74	171													
Gainesville, Ga.	3	4	31	82													
Gainesville, Tex.	2	11	365	937	1						1				2	272	19
Galena, Kans.	3	7	20	25													
Galesburgh, Ill.	2	6	131	288	1						8	1			2		
Gallip, Ohio.	3	5	12	30													
Gallatin, Mo.	3	7	6	7		1											
Gallatin, Tenn.	3	5	18	41							1						
Gallipolis, Ohio.	3	5	29	30													
Galveston, Tex.	1	11	1,283	2,638	32						9	1			3	1,577	887
Garden City, Kans.	2	7	189	320	1	1										301	28
Gardiner, Me.	2	1	34	52												6	7
Garnett, Kans.	2	7	11	13												55	7
Garrett, Ind.	3	5	19	28													
Geneva, N. Y.	2	5	142	294							5	1				412	112
Geneva, Ohio.	3	9	42	83	1						4					745	60
Geneva, Ohio.	3	5	37	92							2						
Georgetown, Colo.	2	3	8	16	1											102	147



TABLE Gc.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Misagent.					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.
Georgetown, Ky.	3	5	61	79														
Georgetown, S. C.	3	4	193	342	6	1					3	2						
Girard, Kans.	3	7	30	90												176	8	
Glasgow, Ky.	3	5	22	30														
Glasgow, Mo.	3	7	12	20		1										13	7	
Glen Allen, Va.		3	3	5												36	3	
Glen's Falls, N. Y.	2	12	23	41		2										20	5	
Glenwood Springs, Colo.	3	7	10	36														
Gloucester, Mass.	2	1	35	55	2		5									502	128	
Gloversville, N. Y.	2	12	61	89												129	129	
Golden, Colo.	3	7	22	91														
Goldsborough, N. C.		3	53	64												38	1	
Goodland, Ind.	4	5	7	24	3													
Gordonsville, Va.	3	3	14	24														
Goshen, Ind.	2	5	28	46						1								
Grafton, W. Va.	2	3	4	11												11	28	
Grand Forks, Dak.	2	10	190	404	14	1				3	3							
Grand Haven, Mich.	3	9	13	19												40	19	
Grand Island, Nebr.	2	6	24	27												36	29	
Grand Junction, Colo.	3	7	14	30														
Grand Rapids, Mich.	1	9	711	1,461	9					8	4				1	441	167	
Grass Valley, Cal.	3	8	9	21														
Great Bend, Kans.	3	7	11	12	11											2		
Greeley, Colo.	2	7	49	60	2					1						150	55	
Green Bay, Wis.	2	10	33	52														
Greenfield, Ind.	3	5	57	151						1								
Greenfield, Mass.	2	1	28	55	4													
Greenfield, Ohio	3	5	56	174						2					2	45	21	
Greensborough, N. C.	3	3	128	186	3											2		
Greensburgh, Ind.	3	5	201	444	1													
Greensburgh, Kans.	3	7	3	3												17		
Greensburgh, Pa.	2	2	1	1														
Greenville, Ala.	3	4	3	3														
Greenville, Mich.	3	9	2	33												3	1	
Greenville, Miss.	3	4	292	996	2	1										146	44	
Greenville, Ohio	3	5	55	94						1	1							
Greenville, S. C.	2	4	149	282	6	2				1	2					503	49	
Grenada, Miss.	3	4	3	5														
Griffin, Ga.	3	4	105	184	3											5		
Gunnison, Colo.	3	7	3	4														
Hagerstown, Md.		3	190	317						2	1					754	255	
Halstead, Kans.	3	7	1	7														
Hamilton, Mo.	3	7	8	10														
Hamilton, Ohio	3	5	175	275	1	1				5	1					476	338	
Hammond, Ind.	3	5	12	26	1					3								
Hampton, Va.	3	3	44	56														
Hannibal, Mo.	2	7	144	364	3											25	258	
Hanford, Cal.	3	8	18	33														
Harbor, Ohio	3	5	8	22												184		
Harrisburg, Pa.	1	23	221	298	25					3	4					354	201	
Harrisonburgh, Va.		3	39	63												61	98	
Harrisonville, Mo.	3	7	36	61												165	64	
Harper, Kans.	3	7	3	6												23	28	
Harrodsburg, Ky.	3	5	55	111						1								
Hartford, Conn.	1	1	669	1,222	21	4				7					1	1,325	2,137	
Hastings, Mich.	3	9	1	4												315	31	
Hastings, Nebr.	2	6	130	252	1					3	1				2	356	14	
Havre de Grace, Md.		3	2	2												1		
Haverhill, Mass.	2	1	97	119	4					1						205	291	
Hawkinsville, Ga.	3	4																
Hays City, Kans.	3	7	7	8														
Hazleton, Pa.	2	2	4	6	4	2										43	7	
Healdsburg, Cal.	3	8	2	6												25	18	
Helena, Mont.	2	10	23	24		3												
Henderson, Ky.	2	5	37	43														

TABLE G<sub>1</sub>.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Mis-sent.						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.
Henderson, N. C.		3	5	7	1												395	133
Herrington, Kans.	3	7	11	13	1												32	
Hiawatha, Kans.	3	7	69	162	1												2	
Hickory, N. C.	3	7	1	1														
Higginsville, Mo.	3	7	13	11	2						1							
High Point, N. C.	3	7	145	313			3				1						2,293	141
Hillsborough, Ohio.	3	5	78	152							1	1					908	82
Hillsdale, Mich.	3	9	48	101													27	13
Hoboken, N. J.	3	7	37	42							2						277	214
Holden, Mo.	3	7	48	73	1	1			1									
Hollister, Cal.	3	8	3	3							1							
Holly Springs, Miss.	3	4	12	114														
Holton, Kans.	3	7	21	45													102	45
Holyoke, Colo.	3	7																
Holyoke, Mass.	1		123	188	6						3	6					81	30
Hoosic Falls, N. Y.	3	5															1	
Hopkinsville, Ky.	3	5	70	140													296	156
Hornellville, N. Y.	2	2	18	21													17	7
Horton, Kans.	3	7	24	40														
Hot Springs, Ark.	2	11	367	515	5						2	1			1	1,938	165	
Houston, Tex.	2	11	348	890	8					3	3	1			3		54	34
Hudson, Mich.	3	9	9	32	1												104	32
Hudson, Ohio.	3	5	2	2													22	2
Hudson, N. Y.	2	2	14	14			2										47	335
Humboldt, Kans.	3	7	15	17														
Huntingburgh, Ind.	3	5	5	8														
Huntingdon, Pa.	2	2	23	134							3						4	
Huntington, Ind.	3	5	3	5	1						2							
Huntington, W. Va.	3	3	89	126							1						8	35
Huntsville, Ala.	3	4	135	362	1						1							
Huntsville, Mo.	3	7	3	3							1							
Hutchinson, Kans.	2	7	185	339	1					2							76	116
Huron, Dak.	2	10	66	258	2		2				1						252	82
Hyde Park, Mass.	2	1	40	51	1												218	63
Idaho Springs, Colo.	3	7	1	1							1							
Independence, Kans.	3	7	21	30	1	2											3	3
Independence, Mo.	2	7	59	99													183	12
Indianapolis, Ind.	1	5	1,683	5,513	35	3	1				26	3			6		732	111
Iola, Kans.	3	7	21	60													65	21
Ionia, Mich.	3	9	29	35														
Iowa City, Iowa.	2	6	148	327	10						1							
Ironton, Ohio.	2	5	46	115							2						7	
Ishpeming, Mich.	2	10																
Ithaca, N. Y.	2	2	98	206	1												110	
Jackson, Mich.	3	9	190	313	6						1						52	85
Jackson, Miss.	2	4	410	781							1							
Jackson, Ohio.	3	5	21	40														
Jackson, Tenn.	3	5	71	141							2							
Jacksonville, Ill.	2	6	44	86	2	1					2	1						
Jacksonville, Fla.	1	4	427	633	3						1						120	93
Jacksonville, Oregon.	3	8	4	4														
Jamestown, N. Y.	2	2	47	88		1											1	13
Janesville, Wis.	2	10	26	64	11												1,572	
Jefferson, Ohio.	3	5	3	4														
Jefferson City, Mo.	2	7	109	168	3												580	95
Jersey City, N. J.	1	2	458	1,019	12	1					2				1		255	201
Jeffersonville, Ind.	3	5	47	65	1													
Johnstown, N. Y.	2	2	30	51			1										61	31
Johnstown, Pa.	2	2	100	218													528	134
Joliet, Ill.	2	6	117	319	2		5				1						11	1
Joplin, Mo.	3	7	107	198							2	1						
Jonesborough, Tenn.	4	5	10	24														
Junction City, Kans.	3	7	48	105	9		2										18	3
Julesburg, Colo.	3	7	5	5													25	
Kalamazoo, Mich.	1	9	245	694	1						11						3	



TABLE Gc.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Kankakee, Ill.	12	6	18	69							2						33	1
Kansas City, Kans.	12	7	1,359	2,563	17						9	2					3,432	1,770
Kansas City, Mo.	1	1	712,510	25,366	244	12	28			1	7	74	7			19	16,243	10,680
Kearney, Nebr.	12	6	20	25														
Keene, N. H.	1	1	24	32	1							1					9	10
Kenton, Ohio	12	5	31	53							1	1						
Keokuk, Iowa.	6	7	77	184	2							1						
Key West, Fla.	12	4	194	322	4						2						18	4
Kingman, Kans.	7	7	4	14														
Kingston, N. Y.	12	2	5	5		1											10	7
Kingston, N. C.	3	3	10	12													109	27
Kinsley, Kans.	3	7	16	18														
Kiowa, Kans.	3	7	1	1														
Kirkville, Mo.	3	7	35	61	1												53	6
Kirkwood, Mo.	3	7															19	6
Kirwin, Kans.	3	7															72	
Kissimmee, Fla.	3	4	4	9														
Knightstown, Ind.	3	5	26	58							1						6	
Knoxville, Tenn.	1	5	853	1,870	4		4				15						35	
Kokomo, Ind.	3	5	84	148							4						4	4
Kosciusko, Miss.	3	4	16	32														
La Crosse, Wis.	2	10	29	71							2	1						
La Cygne, Kans.	3	7	2	4														
La Fayette, Ind.	2	5	164	792	1	1	1				4	1			2		45	
La Junta, Colo.	3	7	1	1														
Lamar, Colo.	3	7	11	29													22	
Lamar, Mo.	3	7	62	104													298	16
Lancaster, Ky.	3	5	21	37														
Lancaster, Ohio	2	5	27	54	3												2	2
Lancaster, Pa.	2	9	227	507	4	1					1						61	197
Langmont, Colo.	3	7	5	7													45	34
Lansing, Mich.	2	9	98	359	3	1									3		6	
Lapeer, Mich.	3	9	4	7														
La Porte, Ind.	2	5	91	220	1	1	1				4							
Laramie, Wyo.	2	6	24	78														
Larned, Kans.	2	7	23	38														
La Salle, Ill.	2	6	7	9														
Las Animas, Colo.	3	7	1	1														
Las Vegas, N. Mex.	3	7	318	614	7	1	6				8				1	2,865	147	
Lawrence, Kans.	2	7	750	1,670	1						6						350	149
Lawrence, Mass.	2	1	47	78	1					1	1						1	101
Lawrenceburgh, Ind.	3	5	123	253	2	2	1					1					138	14
Leadville, Colo.	2	7	394	715	6	8			1	1	6					2,431	1,726	
Leavenworth, Kans.	2	7	1,092	2,206	3	1		2			11	1			2		30	
Lebanon, Ky.	3	5	17	18													12	18
Lebanon, Ohio.	3	5	118	251							12						287	69
Lebanon, Pa.	2	2	197	296							1						441	51
Leesburgh, Fla.	3	4			1													
Leesburgh, Va.	3	3	6	8							2							
Leetonia, Ohio.	4	5	5	14														
Le Mars, Iowa.	2	6	14	73	1													
Leoti, Kans.	3	7	3	2				1										
Le Roy, N. Y.	2	2	25	139													69	17
Lewiston, Me.	2	1	30	75	2						4					2	21	165
Lexington, Ky.	2	5	309	501	1	1			1			1			1		36	
Lexington, Mo.	3	7	16	22													50	6
Lexington, Va.	3	3	63	90	2						2							23
Liberty, Ind.	3	5	31	60														
Liberty, Mo.	3	7	31	70		1											54	29
Liberty, Va.	3	3	227	292	6												731	101
Lima, Ohio.	2	5	67	102													5	
Lincoln, Ill.	2	6																
Lincoln, Nebr.	1	6	442	1,078	7	2	1				5				4		791	260
Lindsborg, Kans.	3	7	1	2													6	2
Little Falls, N. Y.	2	2	59	114	1												63	
Little Rock, Ark.	2	11	623	1,488	6	2	2			3	1	1			1		259	13

TABLE G\*.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Lock Haven, Pa.	2	2	53	71	1	1									210	43	
Lockport, N. Y.	12	12	116	224						2	1				900	321	
Logan, Ohio	3	3	18	38													
Logansport, Ind.	12	12	73	141	1	3											
Lonaconing, Md.	3	3															
Los Angeles, Cal.	1	8	1,550	2,133	7		2			1	9	3			1	5,141	3,071
Louisiana, Mo.	3	7	22	48													
Louisville, Ky.	1	5	2,591	5,077	83	5				15	36	2			11	5,913	2,087
Lowell, Mass.	1	1	165	287	2						2				1	295	187
Ludington, Mich.	3	9	2	2	1												
Luray, Va.	3	3	0	24													
Lynchburgh, Va.	3	3	288	398	2	3					4	1			2	61	15
Lyndon, Kans.	3	7	3	7												54	12
Lynn, Mass.	1	1	193	607	2						8				3	114	121
Lynnville, Tenn.	4	4	33	40							2						
Lyons, Kans.	3	7	2	2							2					118	16
Macon, Ga.	12	12	483	784	12	4					3	4				344	63
Macon City, Mo.	3	7	11	9													
Madison, Ind.	2	5	29	45							2						
Madison, Wis.	10	60		134							1					149	23
Malden, Mass.	2	1	11	23												2	15
Malone, N. Y.	2	2	45	65											1	40	61
Manchester, N. H.	12	1	164	370	4		3				6				1	869	634
Manchester, Va.	3	3	2	9													
Manhattan, Kans.	3	7	155	469	9											376	32
Manistee, Mich.	2	9	39	47	4											244	108
Manitou Springs, Colo.	3	7	22	55	4											511	80
Mankato, Kans.	3	7	12	12	1											251	5
Mankato, Minn.	3	7	36	89	1	2					1					10	5
Mansfield, Ohio.	5	6	61	341	1										2		
Marietta, Ga.	12	12	169	440	2						1					256	32
Marietta, Ohio.	5	5	38	59		2					2				1		
Marinette, Wis.	10	2		2													
Marion, Ind.	3	5	34	95													
Marion, Kans.	12	12	49	100							1				2		
Marion, Ohio.	5	5	26	53												8	2
Marion, S. C.	4	4	47	73	1						1						
Marlborough, Mass.	1	1	34	54	1											431	348
Marquette, Mich.	10	30	49	49												54	
Marshall, Mich.	9	7	31	47	1	1					1					12	
Marshall, Mo.	11	11	11	11												2	18
Marshall, Tex.	11	147	237	2		2											
Marshalltown, Iowa	6	30	79	11												2	
Martinsburgh, W. Va.	3	13	19	19							2	1					
Marysville, Cal.	8	22	32	32													
Marysville, Kans.	7	1	1	1													
Marysville, Mo.	7	11	21	21													
Massillon, Ohio.	5	5	54	76							1						
Mattoon, Ill.	6	32	82	1													
Maysville, Ky.	5	78	113	1							2					29	30
McKeesport, Pa.	3	31	63	1		1										236	116
McMinnville, Oregon	3	6	9	9							1						
McPherson, Kans.	7	47	118	1	1											31	4
Meade, Kans.	3	7	5	5												122	
Meade Center, Kans.	3	7	4	4												34	
Meadville, Pa.	3	36	138	1											1	34	3
Medicine Lodge, Kans.	3	7	6	2													
Medina, Ohio.	3	5	43	82							3					106	32
Melrose, Mass.	3	1	16	47												7	8
Memphis, Mo.	3	7	2	6													
Memphis, Tenn.	1	5	826	1,925	6	7					1	3					
Menominee, Mich.	2	10	1	2													
Merced, Cal.	3	8	24	38			3				4		2				
Meridian, Miss.	12	4	157	344							6				1		
Merriden, Conn.	2	1	224	621	8	1					2	2				344	321
Mexico, Mo.	3	7	7	8													

TABLE G3.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Michigan City, Ind.	12	5	10	12	3					2						
Middleborough, Mass.	1	1	4	15						1					7	7
Middleton, Conn.	12	1	68	113	1					1	1				51	3
Middletown, N. Y.	12	1	32	58						1					1	85
Middletown, Ohio.	12	5	102	248	5					12	1				604	81
Millford, Mass.	1	1	17	82						1						
Millersburgh, Ohio.	12	5	7	17												
Milwaukee, Wis.	1	10	2,097	3,458	22					1	30	1			2	
Minneapolis, Kans.	3	7	7	10	2										46	28
Minneapolis, Minn.	1	10	2,179	5,087	42	4				5	42	1			14	
Mitchell, Dak.	12	10	37	115	2					1					92	128
Moherly, Mo.	12	7	40	59			2			2						
Mobile, Ala.	1	4	403	771	10					6					2	53
Modesto, Cal.	3	8	5	11	1		4									
Moline, Ill.	2	6	19	39											106	31
Monmouth, Ill.	2	6	50	175	2	1										
Monroe, Mich.	3	9	84	193	2					2				1	884	185
Montclair, N. J.	12	2	2	3						1						
Monterey, Cal.	3	8	7	13											13	14
Monte Vista, Colo.	3	7	35	65	1										91	
Montgomery, Ala.	2	4	527	1,109	2					1	2			1	380	28
Montgomery City, Mo.	3	7	29	51											244	1
Montpelier, Vt.	2	1	41	81	2					2					101	61
Montrose, Colo.	3	7	24	25			1		4							
Morgantown, W. Va.	3	3														
Morristown, N. J.	2	2	10	10		1				1					83	17
Morristown, Tenn.	3	5	29	46						2	1					
Mound City, Kans.	3	7	11	33	1										23	5
Moundsville, W. Va.	3	6	6	13	1										34	17
Mount Gilead, Ohio.	3	5	13	21											22	4
Mount Pleasant, Iowa.	2	6	141	221		1					1				110	13
Mount Sterling, Ky.	3	5	30	44												
Mount Vernon, N. Y.	2	2	29	34	1										364	2,753
Mount Vernon, Ohio.	2	5	49	114						4					437	144
Muncie, Ind.	2	5	51	69						1						
Muscataine, Iowa.	2	6	68	136						1						
Muskegon, Mich.	2	9	25	61		1									132	29
Napa City, Cal.	2	8	10	23											89	46
Nashville, Tenn.	1	5	2,824	5,333	6	3				2	15	1		4	724	553
Nashua, N. H.	2	1	17	19	3					1	1				13	8
Natchez, Miss.	2	4	80	127	1					1						
Natick, Mass.	3	1													1	1
National City, Cal.	3	8	52	98										1		
Nat'l Military Home, Ohio.	3	5	12	17												
National Stock Yards, Ill.	2	6	59	260	1										35	
Nebraska City, Nebr.	2	6	98	290	1										100	18
Nelsonville, Ohio.	3	5	17	49						3	4					
Neodesha, Kans.	3	7	21	52	4										41	2
Neosho, Mo.	3	7	17	28											247	9
Nevada, Mo.	2	7	127	241		2				1					91	36
Nevada City, Cal.	3	8	35	98	1					3						12
New Albany, Ind.	2	5	154	209		1				5	1			1	164	8
Newark, N. J.	1	2	1,720	4,006	42	19				4	10	7		3	15	9
Newark, Ohio.	2	5	109	185	5											
New Bedford, Mass.	1	1	58	75	4					3					105	337
New Bern, N. C.	1	3	40	53											267	54
Newberry, S. C.	3	4	199	398						1					89	
New Brighton, N. Y.	2	2	1													
New Britain, Conn.	2	1	35	41											9	29
New Brunswick, N. J.	2	6	49	124	1	2				4				2	28	47
Newburgh, N. Y.	2	2	34	65		1									143	469
Newburyport, Mass.	2	1	31	51										1	4	16
New Castle, Ind.	3	5	3	10	1											
New Castle, Pa.	2	2	50	91						1					36	20
New Haven, Conn.	1	1	422	905	15					4				3	15	155
New London, Conn.	2	1	32	62	2						1				3	

TABLE G<sup>a</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Misacent.					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.
Newton, Kans.	12	7	119	193		1									77	20
Newton, Mass.		1	34	38											6	61
Newtonville, Mass.		1	1	1											21	27
New Orleans, La.	4	4	3,164	6,387	33	1				4	12			12	1,526	
Do.	1	11	6,475	12,229	34	3	1			7	19			4	84	311
Newport, Ky.	12	5	120	179	3	1				4	2				9	5
Newport, R. I.	12	1	56	75	5					2					70	98
Newport News, Va.	3	3	32	43						3					15,489	1,128
New York, N. Y.	1	2	70,642	151,067	221	3				16	381	4	1	70	15,489	1,128
Niagara Falls, N. Y.	12	2													2	
Nicholasville, Ky.	3	5	27	65		1									184	72
Niles, Mich.	3	9	9	9												
Noblesville, Ind.	3	5	11	65												
Norfolk, Va.	3	3	358	509	5					5	1				757	593
Norristown, Pa.	2	2	2	3	1										1	
North Adams, Mass.	12	1	37	64	1		3			1					36	79
Northampton, Mass.	12	1	16	31							1				47	52
Northport, N. Y.	12	2														12
North Yakima, Wash.	3	8	17	61												
Norton, Kans.	3	7	6	29		1									11	
Norte Dame, Ind.	3	5	17	30						1				1		
Norwalk, Conn.	2	1	18	42						5	2				41	14
Norwalk, Ohio	12	5	60	121											1,007	69
Norwich, Conn.	12	1	39	70											9	14
Norwich, N. Y.	2	2	37	54		1									2	
Oakland, Cal.	1	8	594	1,058	2	1				5					158	84
Oak Park, Ill.	2	6														
Oberlin, Kans.	3	7													4	
Oberlin, Ohio	12	5	61	129												
Ocala, Fla.	3	4	138	477						1					332	41
Ogden, Utah	12	8	92	130	1					1					47	31
Ogdenburgh, N. Y.	2	2	30	43						1					9	12
Oil City, Pa.	2	2	9	10	1	2					3				61	33
Olathe, Kans.	3	7	200	503						1					24	28
Olean, N. Y.	2	2	77	136						2					1,601	969
Olympia, Wash.	3	8	55	88		1				1				3	1,469	2,634
Omaha, Nebr.	1	6	1,729	3,304	16	1				6	25	5		8	105	23
Oneida, N. Y.	2	2	111	223		1				1					387	190
Oneonta, N. Y.	1	2	75	128	1					6					2	
Opelika, Ala.	3	4	50	93								1			150	34
Orange, Cal.	3	8	19	33											1	128
Orange, N. J.	2	2	19	25	1					1				1		
Orangeburgh, S. C.	3	4	42	55												
Oregon City, Oregon	3	8	45	86											78	14
Orlando, Fla.	2	4	119	205												
Oroville, Cal.	3	8	21	125	1					1						
Osage City, Kans.	3	7	6	9												
Osage Mission, Kans.	3	7	25	123						1						
Osborne, Kans.	3	7	1													
Oshkosh, Wis.	10	10	42	70	1					1	1				331	44
Oskaloosa, Iowa	6	9	72	204	3	1				1					131	3
Oswego, Kans.	12	2	71	144	3					1				1	28	24
Oswego, N. Y.	12	2	85	140		1				2					148	17
Ottawa, Ill.	12	6	36	85						2					92	22
Ottawa, Kans.	12	7	32	59												
Ottawa, Ohio	12	5	4	4												
Ottumwa, Iowa	12	6	206	413	7	1				3					71	13
Ouray, Colo.	3	7	9	17			3								18	3
Owego, N. Y.	12	2	33	45											60	2
Owensborough, Ky.	12	5	28	62		1				1						
Owosso, Mich.	3	9	58	115	1											
Oxford, Miss.	3	4	37	69						2						
Oxford, N. C.	3	3	10	13										1		
Oxford, Ohio.	12	5	54	75						1						
Paducah, Ky.	12	5	120	205	1					5						
Painesville, Ohio.	2	5	94	205	5									2	1,163	91

TABLE G<sup>5</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Palatka, Fla.	2	4	376	457			2		1	3	1				312	42
Paola, Kans.	3	7	45	100												
Paris, Ky.	3	5	21	24												
Paris, Mo.	3	7	1	1							1					
Paris, Tex.	2	11	72	221											149	5
Park City, Utah	3	8	22	27											91	22
Parkersburg, W. Va.	3	3	34	58											8	8
Parsons, Kans.	2	7	55	90		2	5				1				8	10
Pasadena, Cal.	2	8	281	472	1										1,451	303
Passaic, N. J.	2	2	2	2												
Paterson, N. J.	1	2	71	116	2					1	1				250	51
Peekskill, N. Y.	2	2	15	16			2			4	1				4	76
Pekin, Ill.	2	6	71	178	2					2					38	
Pawtucket, R. I.	2	1	68	127											6	17
Peabody, Kans.	3	7	15	32		2										
Pendleton, Oregon	3	8	10	33												
Pensacola, Fla.	2	4	436	737	5			1		1				1	332	153
Penn Yan, N. Y.	2	2	28	55											137	80
Peoria, Ill.	1	6	697	1,676	12					14					752	286
Perth Amboy, N. J.	2	2	3	3	1											
Peru, Ind.	2	5	62	118	1									1		
Petaluma, Cal.	3	8	3	3											38	53
Petersburgh, Va.	3	3	62	170	1		1			1				1		
Petoskey, Mich.	3	9	19	54											34	3
Phoenix, Ariz.	3	8	75	118							1				265	12
Philadelphia, Pa.	1	2	9,084	19,021	141	4			2	6	41	2		29	218	84
Phillipsburgh, Kans.	3	7	5	6	1	1										
Piedmont, W. Va.	3	3	2	2												
Pierce City, Mo.	3	7	16	20			1									
Pine Bluff, Ark.	2	11	241	446				1							326	
Pittsburgh, Kans.	3	7	5	2	1		2								188	13
Pittsburgh, Pa.	1	2	2,473	4,098	77	7				12	9		5	2,365	1,240	
Pittsfield, Mass.	2	1	45	113	10			4	1	7	5				40	54
Pittston, Pa.	2	2	31	43	1					2	5				24	132
Piqua, Ohio	2	5	25	53											42	37
Placerville, Cal.	3	8	11	13											690	334
Plainfield, N. J.	2	2	36	70			1								184	151
Plattsburgh, Mo.	3	7	23	76											29	2
Plattsburgh, N. Y.	2	2	35	81											26	18
Plattsmouth, Nebr.	2	6	139	387	1					2					671	206
Pleasant Hill, Mo.	3	7	23	29	1	1				1					33	11
Pleasanton, Kans.	3	7	32	61	1										101	7
Plymouth, Mass.	2	1	50	80						3					461	309
Pocahontas, Va.	3	3														
Point Pleasant, W. Va.	2	3	1	1												
Pomona, Cal.	2	8	96	162	1											
Pontiac, Mich.	2	9	73	193												2
Pontotoc, Miss.	4	10	22	22						1						
Poplar Bluff, Mo.	3	7	3	3												
Port Huron, Mich.	2	9	74	136											187	24
Port Jervis, N. Y.	2	2	16	8												
Portland, Me.	1	1	895	1,932	9	2				20				1	482	332
Portland, Oregon	1	8	375	472	29					3					327	130
Portsmouth, N. H.	2	1	35	39											18	35
Portsmouth, Ohio	2	5	52	90												
Portsmouth, Va.	3	3	19	31	6					2	1				73	111
Port Townsend, Wash.	3	8	27	49											70	15
Pottstown, Pa.	2	2	19	38											47	18
Pottsville, Pa.	2	2	15	20						1					18	
Poughkeepsie, N. Y.	1	2	150	432						2					742	576
Pratt, Kans.	3	7	13	19												
Prescott, Ariz.	3	8	5	18			5									
Princeton, Ind.	3	5	12	26	1					1						
Princeton, Mo.	3	7	7	9	1										117	10
Princeton, N. J.	2	2	41	49	3										70	60
Provo City, Utah	3	8	25	40						1						

TABLE G<sup>a</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Providence, R. I.	1	1	596	893	31	1	1	1	1	6	3	1	1	2	59	527		
Pueblo, Colo.	2	2	949	1,781	12	4	4	1	1	2	1	1	1	1	1,839	184		
Pulaski, Tenn.	2	2	21	55	1	1	1	1	1	1	1	1	1	1	1	1		
Pullman, Ill.	2	2	6	1	1	1	1	1	1	1	1	1	1	1	1	1		
Quincy, Ill.	1	6	310	682	7	2	2	2	2	3	3	3	3	3	405	1		
Racine, Wis.	2	10	292	572	2	1	1	1	1	4	4	4	4	4	866	302		
Raleigh, N. C.	3	3	156	326	2	1	1	1	1	4	4	4	4	4	1	1		
Raton, N. Mex.	3	7	7	16	1	1	1	1	1	2	2	2	2	2	1	1		
Ravenna, Ohio	3	5	32	43	1	1	1	1	1	2	2	2	2	2	1	1		
Reading, Pa.	1	2	96	340	8	1	1	1	1	1	1	1	1	1	162	18		
Red Bluff, Cal.	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1		
Redding, Cal.	3	8	2	2	1	1	1	1	1	1	1	1	1	1	1	1		
Red Wing, Minn.	2	10	97	205	1	1	1	1	1	1	1	1	1	1	10	1		
Reidsville, N. C.	3	3	72	127	1	1	1	1	1	4	4	4	4	4	61	5		
Reno, Nev.	3	8	37	83	1	1	1	1	1	1	1	1	1	1	3	3		
Rich Hill, Mo.	3	7	82	198	1	1	1	1	1	1	1	1	1	1	156	10		
Richmond, Ind.	2	5	142	184	6	1	1	1	1	1	2	1	1	1	114	11		
Richmond, Ky.	3	5	70	158	1	1	1	1	1	1	1	1	1	1	1	1		
Richmond, Mo.	3	3	22	36	1	1	1	1	1	1	1	1	1	1	1	1		
Richmond, Va.	3	3	2,110	4,062	50	4	7	1	1	4	35	4	1	1	147	138		
Rising Sun, Ind.	4	3	27	29	1	1	1	1	1	1	1	1	1	1	44	5		
Riverside, Cal.	2	2	123	178	1	1	1	1	1	1	1	1	1	1	94	107		
Roanoke, Va.	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Rochester, Minn.	2	10	23	106	1	1	1	1	1	1	1	1	1	1	1	1		
Rochester, N. Y.	1	2	1,874	3,524	13	1	1	1	1	2	18	2	1	1	877	645		
Rockford, Ill.	1	6	470	755	8	1	1	1	1	1	1	1	1	2	1,129	364		
Rock Hill, S. C.	3	4	14	32	1	1	1	1	1	1	1	1	1	1	1	1		
Rock Island, Ill.	6	6	127	374	3	1	1	1	1	1	2	1	1	1	190	37		
Rockland, Me.	1	1	11	13	1	1	1	1	1	1	1	1	1	1	1	1		
Rolla, Mo.	2	2	72	175	1	1	1	1	1	1	1	1	1	1	254	68		
Rome, Ga.	2	4	343	689	1	1	1	1	1	1	1	1	1	1	1,047	11		
Rome, N. Y.	2	2	64	195	2	1	1	1	1	1	1	1	1	1	199	62		
Rondout, N. Y.	2	2	8	9	1	1	1	1	1	1	1	1	1	1	8	221		
Roseburg, Oregon	3	8	24	26	2	1	1	1	1	2	2	2	2	2	8	1		
Rushville, Ind.	3	5	100	160	1	1	1	1	1	4	4	4	4	4	1	1		
Russell, Kans.	3	7	39	89	1	1	1	1	1	1	1	1	1	1	155	20		
Rutland, Vt.	2	1	220	420	8	1	1	1	1	1	1	1	1	1	9	25		
Sabetha, Kans.	3	7	1	1	1	1	1	1	1	1	1	1	1	1	37	3		
Sacramento, Cal.	1	8	392	562	14	1	1	1	1	7	7	7	7	7	263	118		
Saginaw, Mich.	2	9	64	84	1	1	1	1	1	1	1	1	1	1	18	5		
St. Albans, Vt.	2	1	3	6	1	1	1	1	1	1	1	1	1	1	3	4		
St. Augustine, Fla.	2	4	728	1,626	1	1	1	1	1	3	3	3	3	3	55	89		
St. Charles, Mo.	3	7	11	16	1	1	1	1	1	1	1	1	1	1	236	1		
St. Cloud, Minn.	2	10	8	11	1	4	1	1	1	1	1	1	1	1	1	1		
St. Helena, Cal.	3	8	3	4	1	1	1	1	1	1	1	1	1	1	1	1		
St. John, Kans.	3	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
St. Johnsbury, Vt.	2	1	2	2	1	1	1	1	1	1	1	1	1	1	17	11		
St. Joseph, Mo.	1	7	3,474	12,027	34	3	4	1	1	2	14	3	1	1	4	2,156	297	
St. Louis, Mo.	1	7	5,236	9,042	21	1	1	1	1	1	30	1	1	10	1,971	114		
St. Mary's, Kans.	3	7	17	30	1	1	1	1	1	1	1	1	1	1	204	15		
St. Paul, Minn.	1	19	3,072	6,531	49	5	1	1	1	4	39	6	1	14	1	1		
Salem, Mass.	2	1	172	208	6	1	1	1	1	2	2	2	2	2	37	87		
Salem, N. C.	2	3	6	17	1	1	1	1	1	1	1	1	1	1	182	34		
Salem, Ohio	2	8	56	104	1	1	1	1	1	1	1	1	1	1	402	43		
Salem, Oregon	2	8	80	136	1	1	1	1	1	1	1	1	1	1	13	27		
Salem, Va.	3	3	7	8	1	1	1	1	1	1	1	1	1	1	5	1		
Salida, Colo.	3	7	81	166	1	1	1	1	1	1	1	1	1	1	117	17		
Salina, Kans.	2	7	135	187	1	3	1	1	1	1	1	1	1	1	32	6		
Salinas, Cal.	3	8	8	12	1	1	1	1	1	1	1	1	1	1	1	1		
Salisbury, Mo.	3	7	1	1	1	1	1	1	1	1	1	1	1	1	47	1		
Salisbury, N. C.	3	3	60	133	1	1	1	1	1	1	1	1	1	1	43	32		
Salt Lake City, Utah	1	8	180	251	1	1	1	1	1	1	1	1	1	1	56	180		
San Antonio, Tex.	2	11	190	327	1	4	2	1	1	4	1	1	1	1	353	99		
San Bernardino, Cal.	2	8	203	350	1	1	1	1	1	1	1	1	1	1	197	32		
San Diego, Cal.	1	8	570	1,081	7	1	1	1	1	4	4	4	4	4	423	156		
Sandusky, Ohio	2	5	129	225	1	1	1	1	1	1	2	1	1	1	1	1		



TABLE G<sup>s</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Sanford, Fla.	3	4	31	72	4	1											
San Francisco, Cal.	1	8	4,678	9,232	52	3	5			29	2				15	2,049	358
San Jacinto, Cal.	3	8	21	32												61	
San José, Cal.	2	8	105	155												324	23
San Luis Obispo, Cal.	3	8	3	8													
San Pedro, Cal.	3	8	11	14						1						49	6
San Rafael, Cal.	3	8	8	17	1												
Santa Ana, Cal.	2	8	161	284						1						721	105
Santa Barbara, Cal.	2	8	74	141	2		3									175	105
Santa Cruz, Cal.	2	8	17	19												160	168
Santa Fé, N. Mex.	2	8	40	82												268	20
Santa Rosa, Cal.	2	8	61	76												6	
Saratoga Springs, N. Y.	2	2	118	200	1	1		1		3	2					232	269
Savannah, Ga.	1	4	1,378	2,914	30	2			1	7					2	332	125
Savannah, Mo.	2	2	2	10													
Schenectady, N. Y.	2	2	53	86												23	11
Scott, Kans.	1	3	1														
Scranton, Pa.	1	2	173	226	7	7				1	2					24	56
Seattle, Wash.	3	8	559	1,146			1			8	1						
Sedalia, Mo.	3	7	290	587	7											360	8
Sedgwick, Kans.	3	7	3	5												15	4
Selma, Ala.	2	2	672	1,354	7		2			1	1				3	2,008	60
Seneca Falls, N. Y.	3	2	73	203						7						13	3
Seymour, Ind.	3	5	6	8													
Shamokin, Pa.	3	12															
Sheboygan, Wis.	2	10	10	24												56	
Snelbina, Mo.	3	7	13	41												307	13
Shelby, N. C.	3	8	16	24													
Shelby, Ohio	3	5	24	45													
Shelbyville, Ind.	3	5	7	13												5	
Shelbyville, Ky.	3	5	16	19													
Shelbyville, Tenn.	3	5	15	22													
Shenandoah, Pa.	2	2								2							
Sherman, Tex.	2	11	135	352	1	2				1	1					27	1
Shreveport, La.	4	4	57	70													
Shreveport, La.	2	11	151	319	4					7	1						
Sidney, Ohio	2	5	60	71	3					1							
Silver City, N. Mex.	3	7	1	1												48	6
Silverton, Colo.	3	7	3	4												12	
Sing Sing, N. Y.	2	2	1	1												85	
Sioux City, Iowa	1	0	1,080	2,566	35	1	1			1	13	2	3				
Sioux Falls, Dak.	2	10	115	312		5				1	1	1				232	99
Slaters, Mo.	3	7	13	13													
Smith Centre, Kans.	3	7	4	32													
Smithville, Ga.	4	4	21	78						1							
Socorro, N. Mex.	3	7	52	82	1					3						207	6
Solomon City, Kans.	3	7	5	6						5						2	3
Somerset, Ky.	3	5	29	33													
South Bend, Ind.	2	5	232	424						3							
South Chicago, Ill.	2	6	7	12												69	55
South Framingham, Mass.	2	1	1	1	1		2										5
South Norwalk, Conn.	2	1	9	22													1
Spartanburgh, S. C.	3	4	198	391	9		3			2	2					110	
Spokane Falls, Wash.	2	8	127	68													
Sprague, Wash.	3	8	11	14													
Springfield, Ill.	2	6	109	239	5					1					1		
Springfield, Mass.	1	1	182	349	13		1			6	2				1	682	1,120
Springfield, Mo.	2	7	371	731	4	1	9	2		1					1	3,280	621
Springfield, Ohio	1	5	273	695			1	9		4	2				11	357	172
Stafford, Kans.	3	7	3	5												73	5
Stamford, Conn.	2	1	29	57						1						1	7
Stanberry, Mo.	3	7	2	2													
Stanford, Ky.	3	5	30	46													
Statesville, N. C.	3	3	200	558	2					1						912	87
Staunton, Va.	3	3	352	579	10	2				2	1					1,264	525
Sterling, Colo.	3	7	22	68												71	105

TABLE G5.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Sterling, Ill.	3	6	7	17	2											1	54	26
Sterling, Kans.	3	7	25	37													12	13
Stenbenville, Ohio	3	5	45	58	3						1							
Stillwater, Minn.	10	10	361	869	2	1					4							
Stockton, Cal.	3	8	23	36														
Stockton, Kans.	3	7	6	9													1	4
Streator, Ill.	3	7	51	128	2		1										61	18
Sturgis, Mich.	3	9	6	7													56	
Suffolk, Va.	3	3	59	76			3										103	7
Sumter, S. C.	3	4	41	58	5						1						24	3
Sweet Springs, Mo.	3	7	10	12														
Syracuse, Kans.	3	1	23	41														
Syracuse, N. Y.	3	2	764	1,506	2	2					14						46	82
Tacoma, Wash.	3	2	370	573	1						3						366	139
Talladega, Ala.	3	4	6	8														
Tampa, Fla.	3	4	24	118						1								
Tarborough, N. C.	3	3															18	
Tarkio, Mo.	3	3															89	
Taunton, Mass.	3	1	28	31	5												33	58
Telluride, Colo.	3	7	12	15													138	14
Terre Haute, Ind.	3	5	302	914	5						1	1						
The Dalles, Oregon	3	8	26	81							2						153	
Thibodaux, La.	3	4	39	79	1													
Thomasville, Ga.	3	4	261	840	1	2			1		4							
Tiffin, Ohio	3	5	81	163	1						1	1						
Titusville, Pa.	3	2	99	178								1					60	50
Toledo, Ohio	1	5	861	1,774	9	1				1	12	4				2	515	432
Tonawanda, N. Y.	2	2	77	124		1	1				5	1					183	144
Topeka, Kans.	1	2	2,850	6,991	25	1	7				3	4	9			5	4,406	912
Towanda, Pa.	3	2	15	25	2		1										101	30
Towson, Md.	3	3	1	1														
Traverse City, Mich.	3	9	19	37													48	2
Trenton, N. J.	1	2	272	465	1						12	1					58	8
Trinidad, Colo.	3	7	134	377	1												145	56
Troy, Ala.	3	4	29	31														
Troy, Mo.	3	7	1	1													51	7
Troy, N. Y.	1	2	417	767	18	2					9	2				1	80	43
Troy, Ohio	3	2	62	94	1						2						154	70
Troy, Tenn.	4	5	21	54													59	
Truckee, Cal.	3	8	1	2														
Tucson, Ariz.	3	8	68	113	1						1						34	9
Tulare, Cal.	3	8	18	32														
Tullahoma, Tenn.	3	5	2	27														
Tuscaloosa, Ala.	3	4	37	95							1							
Tusculum, Ala.	3	4	15	28							1							
Unionville, Nev.	3	7															42	
University of Virginia, Va.	3	3	24	37	1													
Upper Sandusky, Ohio	3	5	4	4													13	
Urbana, Ohio	3	5	30	41			1											
Utica, N. Y.	1	2	136	227				1			2	1					331	149
Yacaville, Cal.	3	3	4	4														6
Vallejo, Cal.	3	8	19	48	1	1											4	
Valparaiso, Ind.	2	5	57	112							13	1					386	105
Vancouver, Wash.	3	6	40	55														
Ventura, Cal.	3	8	27	52														
Versailles, Ky.	3	5	31	49							1							
Vevay, Ind.	3	5	21	41													89	1
Vicksburg, Miss.	2	4	164	288	16	1					4	3				1		
Vincennes, Ind.	3	5	49	81									2					
Vineland, N. J.	3	2	1	1														
Virginia City, Nev.	3	8	11	17														
Visalia, Cal.	3	8	11	11							1	1						
Wabash, Ind.	3	5	27	51														
Waco, Tex.	2	11	541	1,614	15						1	1				1	74	22
Wadsworth, Ohio	4	5																
Wakatomika, Ohio	4	5	6	7													2	



TABLE G<sup>a</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Wa Keeney, Kans.	3	7	2	4														
Walthalla, S. C.	4	7	20	31	3											22		
Wallace, Kans.	3	7	10	15												155	122	
Walla Walla, Wash.	3	8	60	101														
Wallingford, Conn.	2	1	38	80		1									1	319	135	
Waltham, Mass.	2	1	62	100														
Wamego, Kans.	3	7	9	29														
Wapakoneta, Ohio.	3	5	13	14														
Warren, Ohio.	3	5	15	20													4	
Warren, Pa.	3	7	17	88	10	2										32	79	
Warrensburg, Mo.	3	7	34	68	1		1											
Warrenton, Va.	3	3	3	5	1													
Warsaw, Ind.	3	5	15	37														
Washington, D. C.	1	3	6,911	11,822	126	6				3	56	2			11	6,149	3,597	
Washington, Ind.	3	5	62	106	11	1						3				12	2	
Washington, Mo.	3	3														6		
Washington, N. C.	3	3	16	24												372	38	
Washington, N. J.	12	53		145							3	1				193	26	
Washington, Pa.	12	247		392	1						1	1			1	358	134	
Washington C. H., Ohio.	5	61		89	1	1												
Waterbury, Conn.	1	233		326	4		1				3	1			1	170	153	
Waterloo, Iowa.	2	6	43	100		1						1				181	26	
Watertown, Dak.	10	3		4														
Watertown, N. Y.	2	2	183	350							1					177	163	
Watertown, Wis.	2	10	16	67	1	1												
Waterville, Me.	2	1	3	12												6		
Watsonville, Cal.	3	8	12	16														
Waukesha, Wis.	2	10	31	54														
Wausau, Wis.	2	10	1	1														
Waverly, N. Y.	2	12	1	1														
Webb City, Mo.	3	5	5	7														
Wellington, Kans.	12	78		213												209	92	
Wellington, Ohio.	3	5	29	36	1						3							
Wellsburg, W. Va.	3	3	5	11														
West Bay City, Mich.	3	9	1	3	2		1											
West Chester, Pa.	2	2	52	91	5						1	2				11	11	
Westerly, R. I.	1	5		5												4	5	
Westerville, Ohio.	3	5	00	255							1					29	7	
Westfield, Mass.	2	1	55	78	5						1					247	162	
West Grove, Pa.	2	2																
Westminster, Md.	3	3	1	1														
West New Brighton, N. Y.	2	2	1	1							1					19	598	
Weston, W. Va.	3	3														33		
West Plains, Mo.	3	7	3	3														
West Point, Miss.	3	4	37	59														
Wheeling, W. Va.	3	3	218	315	1						2	1						
Wichita, Kans.	1	7	1,065	2,144	10	4	1				4	7			1	577	189	
Wilkes Barre, Pa.	2	2	57	77		1					2					22	7	
Williamsport, Pa.	2	2	374	513	2						1					277	251	
Williamstown, Ky.	3	5	15	16														
Willimantic, Conn.	2	1	18	36								2						
Wilmington, Del.	1	2	241	310	5	6					5					85	100	
Wilmington, N. C.	3	3	315	576	2	2					1	7				325	55	
Wilson, Kans.	3	7	1	2														
Wilson, N. C.	3	3	107	233							1					81	5	
Winchester, Ind.	3	5	19	59											2			
Winchester, Ky.	3	5	38	57											2			
Winchester, Va.	3	3	19	32												4		
Wintfield, Kans.	2	7	180	314		7					6	1				602	178	
Winnemucca, Nev.	3	8	1	1														
Winnabow, S. C.	3	4	10	19														
Winona, Minn.	2	10	231	418		1					1					11		
Winston, N. C.	3	8	85	180							1				2	122	11	
Woburn, Mass.	2	1	1	4														
Woodland, Cal.	3	8	71	102	1											63	62	
Woonsocket, R. I.	2	1	16	39	3						4					2		

TABLE G<sup>8</sup>.—Statement of errors in the distribution and forwarding of mails, etc.—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.
Woodstock, Va.		3	61	91													135	18
Worcester, Mass.	1	1	530	874	17	3				1	7	12					141	152
Wytheville, Va.		3	6	10														
Xenia, Ohio		5	33	66							1							
Yankton, Dak.	10	107	202	1	1							1					137	15
Yates Centre, Kans.		7	15	30	1												5	
Yazoo City, Miss.		4	2	4														
Yonkers, N. Y.		12	53	178	6	3					2						45	83
York, Pa.		4	95	166	2	2					1	1					33	15
Yosemite, Ky.		4	18	27														
Youngstown, Ohio.		5	72	135	5													
Ypsilanti, Mich.		9	57	63	1		1				1					1		
Yreka, Cal.		8	8	31							1							
Zanesville, Ohio		5	238	390													11	14
Other than first or second class.		1	3,200	6,270	175	4		25			54	48				5	6,536	5,992
Third and fourth class.		2	7,172	14,248	217	223	113		1	5,191	56	1	1			14	19,890	13,732
Fourth class.		3	997	1,906	26	4	1				22	5				2	1,652	150
Other offices.		4	1,509	3,284	7	6					3	1				1	40	4
Do.		5																
Do.	3-4	6	5,150	14,031	257	27	29			2,115	47				15			
Do.		4	7	5,633	11,746	194	151	146	10	15	12	54	46	1	1	9	3,781	2,143
Do.		8	1,815	2,571	59	11	20	3			19	5					848	970
Do.		9	1,112	3,150	20	23	7				14	1				2	720	178
Do.	3-4	10	2,856	8,195	85	68	18			6	52	33				6	34	3
Do.		11	3,000	6,787	113	83	113	1	4	6	20	25				4	908	626

\* No report.

## RECAPITULATION.

Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.					Misdirected.					Errors checked—	
			Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Against railway postal clerks.	Against post-offices.
First	21,855	39,563	640	25	26	2	3	292	86				54	16,893
Second	108,869	223,316	1,103	333	144	3	5	859	131	12	1		159	87,557
Third	17,112	30,237	316	26	22		1	10	200	22		1	32	21,588
Fourth	28,516	57,193	263	35	6	8	4	12	137	24	2	1	41	15,674
Fifth	31,532	64,232	485	60	16		4	25	539	64			98	39,510
Sixth	32,651	68,110	653	43	35			18	348	108	3		47	14,286
Seventh	48,394	102,406	827	259	259	18	27	35	285	95	1	1	6	65,516
Eighth	14,420	24,635	203	17	47	3		5	123	17			17	19,762
Ninth	6,104	12,897	136	33	32			5	64	9			13	6,598
Tenth	12,935	29,316	250	98	25			19	149	51			2	3,463
Eleventh	16,345	34,506	238	89	122	2	9	35	70	32		2	20	9,819
Total	338,733	686,411	5,114	1,028	734	62	52	202	3,106	639	8	3	12	583
Total as per report for fiscal year ended June 30, 1888	363,356	706,898	5,849	777	740	17	53	247	3,147	646	1	2	7	663
Decrease	24,623	20,487	735	*251	6	*45	1	45	41	7	*7	*1	*5	82
														3,491
														18,205

\* Increase.

TABLE H<sup>a</sup>.—*Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1889.*

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 .....	336	205,638	203,282	2,254	2	98.90	100.00	90.26
Second .....	805	1,135,990	901,057	89,648	145,285	79.31	100.00	1.95
Third .....	177	242,923	215,645	15,395	11,833	88.77	100.00	31.63
Fourth .....	457	353,000	326,730	3,764	3,566	98.69	100.00	40.26
Fifth .....	496	559,837	535,823	21,473	3,041	95.62	100.00	8.39
Sixth .....	591	812,298	754,019	33,565	24,774	92.82	100.00	.18
Seventh .....	966	856,888	818,811	34,898	3,179	95.56	100.00	3.26
Eighth .....	178	102,113	95,594	5,810	679	93.61	100.00	64.97
Ninth .....	346	591,685	559,463	27,045	14,177	93.03	100.00	17.28
Tenth .....	335	367,272	352,659	10,959	3,654	96.02	100.00	24.75
Eleventh .....	363	328,077	315,237	11,428	1,412	96.09	100.00	18.73
Total .....	5,050	5,535,781	5,068,920	258,209	208,602	91.57	100.00	.18
Total as per report for fiscal year ended June 30, 1888.....	7,809	7,917,904	7,165,988	392,276	359,635	90.50	100.00	1.76
Decrease .....	2,759	2,382,123	2,097,068	134,067	151,033	*1.07	.....	.....

\* Increase.

TABLE II.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1889.

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.	Per cent. of probationary appointees who failed to pass final examination.	Average per cent. cards correct of those dropped.	Highest individual per cent. correct.	Lowest individual per cent. correct.	Per cent. correct required for permanent appointment.
First.....	238	189	138,337	126,773	10,109	1,455	91.64	43	92.81	92	38.66	88.03	100.00	61.89	90.00
Second.....	385	1,373	690,434	389,211	54,217	147,006	65.91	102	68.14	1,51	36.22	64.42	100.00	1.44	90.00
Third.....	220	467	255,480	202,632	21,367	81,470	76.31	48	87.51	60	27.27	75.31	96.82	11.37	90.00
Fourth.....	245	243	167,911	163,725	12,379	1,807	91.38	18	92.09	90	39.64	80.93	100.00	19.40	90.00
Fifth.....	310	843	633,891	587,633	24,231	12,027	92.70	162	98.88	151	43.18	82.31	100.00	5.00	90.00
Sixth.....	317	637	647,043	504,114	44,142	96,787	77.91	103	90.67	109	33.33	33.96	100.00	0.03	90.00
Seventh.....	347	1,197	698,473	534,085	42,901	21,887	86.19	126	89.30	97	27.95	85.33	100.00	9.28	90.00
Eighth.....	82	315	195,567	159,140	21,133	15,294	81.37	32	87.19	39	37.50	65.74	96.42	31.19	90.00
Ninth.....	370	750	544,927	406,167	59,766	87,894	74.54	44	86.50	164	44.32	62.68	96.39	3.83	90.00
Tenth.....	228	861	391,019	270,185	24,157	96,727	69.08	64	81.79	56	24.12	50.83	100.00	1.36	90.00
Eleventh.....	110	395	251,311	213,442	24,107	13,762	84.93	37	85.79	32	(*)	85.10	100.00	6.26	90.00
Total.....	2,882	6,769	4,415,302	3,547,677	339,509	528,116	80.35	769	87.34	1,043	35.73	70.09	100.00	0.03	90.00
Total as per report for fiscal year ended June 30, 1888.....	1,453	5,633	4,092,350	3,223,964	331,160	537,474	78.78	856	85.87	314	21.51	53.39	100.00	1.00	90.00
Increase.....	1,379	1,136	222,952	323,713	8,849	19,358	1.57	167	1.47	727	14.21	16.70	.....	.....	.....

Decrease.

\* Not reported.

TABLE Kt.—Statement of new railroad service established and service extended during the fiscal year ended June 30, 1889.

## FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
Winthrop Junction (n. o.) to Revere, Mass.	Bos., Revere Beach and Lynn.	Miles.	Aug. 23, 1888	New service.
Montpelier Junction (n. o.) to Williamstown, Vt.	Gen. Vermont.	7.45	Dec. 17, 1888	Extension route 2017.
Oakland to Emblen, Me.	Somerset.	5.93	Jan. 1, 1889	Extension route 18.
Boston to Northampton, Mass.	Bos. and Me. (Gen. Mass. Div.)	104.04	Jan. 14, 1889	New service.
Chatham Station (n. o.) to Harwich Junction (n. o.).	Old Colony.	7.04	Apr. 1, 1889	Do.

## SECOND DIVISION.

Anacostia to Holy Beach, N. J.	West Jersey.	3.27	Aug. 1, 1888	Established.
Beach, True Junction to Beach, True, Pa.	Richester and Pittsburgh.	2.25	June 4, 1888	Do.
Beach Creek to Bear Creek Junction, Pa.	Lehigh Valley.	5.43	Feb. 1, 1889	Do.
Beard, Janesville City, Pa.	Bloomshurg and Sullivan.	9.74	Nov. 2, 1888	Extended February 29, 1889.
Cornwall Junction to New York, N. Y. (foot Jay street).	N. Y. Ont. and Western.	57.70	Nov. 2, 1888	Established; lap service.
Edgewater to New Berlin, N. Y.	N. Y. Ont. and Western.	7.08	Dec. 14, 1888	Extended April 26, 1889.
Fulton to Woodford Junction, N. Y.	Rome, Wat. and Ogd'n.	17.43	Oct. 2, 1888	Established.
Highstown to Poughkeepsie, N. Y.	United Transp. and Canal Co.	23.89	Feb. 14, 1889	Do.
La Jolla to Hastings, Pa.	Canbria and Clearfield.	14.38	Jan. 15, 1889	Do.
Madison to Boscawen Mills, Pa.	Penn. A.	4.72	Jan. 15, 1889	Extended July 9, 1888.
New Germantown to White House Station, N. J.	Rockaway Valley.	11.08	Jan. 5, 1889	Established.
Rockhill Furnace to McNeal, Pa.	East Broad Top.	10.68	July 10, 1888	Established from Orbisonia. Amended to begin at Rockhill Furnace January 18, 1889.
Sea Isle City to Ocean City, N. J.	West Jersey.	12.80	July 10, 1888	Extended July 23, 1888.
Wampum Junction to Kenwood Junction, Pa.	Errie and Pitts.	12.80	July 10, 1888	Established; formerly covered by extension of route 8044.

## THIRD DIVISION.

Estillville to Speer's Ferry, Va.	South Atlantic and Ohio.	9.84	Aug. 27, 1888	New railroad service.
Breno Bluff to Arvonia, Va.	Richmond and Alleghany.	4.93	Oct. 1, 1888	Railroad service established.
Cameron to Carriage, N. C.	Carthage.	10.78	Oct. 29, 1888	Do.
Roxobel to Lewiston, N. C.	Seaboard and Roanoke.	23.92	Nov. 13, 1888	Do.

TABLE K'.—Statement of new railroad services established and service extended during the fiscal year ended June 30, 1889.—Continued.

THIRD DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
Norfolk to Belfield, Va.	Atlantic and Danville	Miles. 77.95	Nov. 10, 1888	Railroad service established.
Coopers to Elkhorn, W. Va.	Norfolk and Western	8.10	Nov. 5, 1888	Do.
Brooklyn to South Baltimore, Md.	Baltimore and Ohio	2.78	Nov. 10, 1888	Do.
Oxford to Durham, N. C.	Richmond and Danville	32.17	Dec. 10, 1888	Do.
Graham to Tazewell C. H., Va.	Norfolk and Western	20.89	Dec. 10, 1888	Do.
Hancock Station (n. o.) to Berkeley Springs, W. Va.	Baltimore and Ohio	6.41	Dec. 10, 1888	Do.
Ambley to Woolley, N. C.	Suffolk and Carolina	1.91	Jan. 10, 1889	Do.
Lynchburg to Rustburg, Va.	Lynchburg and Durham	11.99	Jan. 28, 1889	Do.
Don Joes to Jackson C. H., W. Va.	Ripley and Mill Creek Valley	14.40	Jan. 28, 1889	Do.
Dubring to Flipping, W. Va.	Norfolk and Western	1.59	Feb. 10, 1889	Do.
Stokesdale to Madison, N. C.	Cape Fear and Yadkin Valley	11.48	Feb. 23, 1889	Do.
Harrison (n. o.) to Elk Garden, W. Va.	W. Va. Central and Pittsburgh	7.15	Mar. 4, 1889	Do.
Sevell Depot to Cliff Top, W. Va.	Lonsdale Iron Co.	10.10	Mar. 18, 1889	Do.
Mackey's Ferry to Lee's Mills, N. C.	Albemarle and Pantego	4.43	May 5, 1889	Do.
Winston to Walnut Cove, N. C.	Roanoke and Southern	18.52	June 10, 1889	Do.
Bay View (n. o.) to Canton Docks (n. o.), Md.	Philadelphia, Wilmington and Baltimore	2.10	June 24, 1889	Do.

FOURTH DIVISION.

Sheffield to Jasper, Ala.	Shelf, Birm., Coal, Iron and Rwy.	87.70	July 9, 1888	New route.
Childersburgh to Birmingham, Ala.	Savannah and Western Rwy.	42.21	Sept. 24, 1888	Extension of route No. 17016.
Rome, Ga. to Attalla, Ala.	Rome and Decatur R. R.	63.70	Nov. 12, 1888	New route.
Selma to Mobile, Ala.	Mobile and Birmingham R. R.	163.22	Nov. 12, 1888	Do.
Aniston to Attalla, Ala.	Aniston and Cincinnati R. R.	85.99	Dec. 3, 1888	Do.
Clayton to Ozark, Ala.	Savannah and Western R. R.	38.03	Dec. 10, 1888	Extension of route No. 17021.
Pattburg to Luverne, Ala.	Montgomery and Florida	5.69	Mar. 4, 1889	New route.
Birmingham to Ononto, Ala.	Birmingham Mineral R. R.	36.68	Apr. 15, 1889	Extension of route No. 16929.
Tarpon Springs to St. Petersburg, Fla.	Savannah, Fla. and West. Rwy.	33.08	July 15, 1888	New route.
Thomasville, Ga. to Monticello, Fla.	Jack. May, Pablo, Rwy. and Nav. Co.	24.61	Nov. 5, 1888	Do.
Dunellon to Mayport, Fla.	Silver Springs, Ocala and Nav. Co.	33.56	Jan. 23, 1889	Extension of route No. 16032.
Taraca to Homosassa, Fla.	Taraca, Apopka and Gulf R. R.	29.84	July 23, 1888	New route.
Zachula to Clifton, Ga.	Atlanta and Florida R. R.	25.35	Aug. 6, 1888	Extension of route No. 15066.
Clifton to Fort Valley, Ga.	do.	24.35	Sept. 17, 1888	Do.

Chattanooga to Carrollton, Ga.	123.00	Sept. 24, 1888	New route.
Marion to Cordele, Ga.	96.10	Nov. 5, 1888	{ New route
Cordele to Tifton, Ga.	39.85	Feb. 4, 1889	
Tifton to Valdosta, Ga.	47.45	Apr. 1, 1889	{ New route
Madison to Athens, Ga.	31.16	Jan. 21, 1889	
New Albany to Pontore, Miss.	18.74	July 2, 1888	Extension of route No. 15053.
Anory to Aberdeen, Miss.	13.98	July 2, 1888	Extension of route No. 18008.
Lamont to Rosedale, Miss.	25.63	Aug. 8, 1888	New route.
Pico Dee Junction to Dillon, S. C.	17.56	Aug. 8, 1888	Do.
Dillon to Rowland, N. C.	29.94	Feb. 9, 1889	{ New route.
Lancaster to Rock Hill, S. C.	29.90	Nov. 5, 1888	{ Extension of route No. 14027.
Rock Hill, S. C., to Rutherfordton, N. C.	84.56	Feb. 25, 1889	
Sally to Wagner, S. C.	7.60	Dec. 2, 1888	Extension of route No. 14028.
Wagner to Sovern, S. C.	9.01	Apr. 8, 1889	Do.
Aiken to Edgefield, S. C.	24.87	Feb. 25, 1889	New route.
Mourne, N. C., to Chester, S. C.	45.60	Mar. 23, 1889	Do.

## FIFTH DIVISION.

Darlington (n. o.) to Dillon, Ohio.	9.32	July 1, 1888	New railroad; formerly star-route service.
Zanesville to Columbus, Ohio.	6.53	July 1, 1888	Thurston and Itedfield route extended.
Addison, Mich., to Franklin, Ohio.	23.72	July 9, 1888	Alvorton and Carlisle service extended from Alvorton, Ohio, to Addison, Mich.
Zanesville to Marietta, Ohio.	1.89	Jan. 17, 1889	Addison and Carlisle service extended from Carlisle to Franklin, Ohio.
Louisville to Harrodsburg, Ky.	20.14	July 11, 1888	Zanesville and Waterford service extended.
Sandusky, Ohio, to Peoria, Ill.	84.80	July 16, 1888	New rail-road.
Perryville to Memphis, Tenn.	41.08	July 16, 1888	Sandusky and Bloomington service extended.
	86.39	July 23, 1888	New railroad established, Jackson to Memphis, Tenn.; formerly star-route service.
	49.10	May 27, 1889	Extended from Jackson to Perryville, Tenn.
Moffatt (n. o.) to Troy, Tenn.	4.70	Aug. 22, 1888	New railroad; formerly star-route service.
Columbia, Tenn., to Sheffield, Ala.	29.51	Sept. 3, 1888	Columbia and St. Joseph service extended.
Kearlley to Clinton, Tenn.	13.83	Sept. 17, 1888	Kearlley to Oliver Springs; service extended.
Deshler to Findlay, Ohio.	9.49	Oct. 8, 1888	Deshler and McComb service extended.
Troy City to Pinkney, Tenn.	11.65	Oct. 15, 1888	New railroad; formerly star-route service.
Ashtand, Ky., to Cincinnati, Ohio.	100.94	Oct. 22, 1888	New railroad; Ashland to Augusta, Ky.; formerly steam-lost service.
	44.29	Jan. 15, 1889	Extended to Cincinnati, Ohio.
Marietta to Stewart, Ohio.	4.86	Oct. 22, 1888	Marietta and Big Run service extended.
Monroe, Ala., to Goodland, Ind.	34.64	Dec. 17, 1888	New railroad.
Richmond, Ind., to Cincinnati, Ohio.	30.27	Jan. 7, 1889	Richmond, Ind., to Hamilton, Ohio, service extended.
Louisville to Henderson, Ky.	112.81	Jan. 7, 1889	New railroad service established between Louisville and Owensboro, Ky.
	29.70	Feb. 18, 1889	Extended to Henderson, Ky.
Spring City to Jewett, Tenn.	2.99	Jan. 14, 1889	Spring City and Balla service extended.
Dickson to Kimmus, Tenn.	3.35	Jan. 21, 1889	Dickson and Balla service extended.

TABLE K<sup>t</sup>.—Statement of new railroad service established and service extended during the fiscal year ended June 30, 1889—Continued.

## FIFTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
Versailles to Georgetown, Ky.....	Versailles and Midway Railway.....	<i>Miles.</i> 10.98	Feb. 11, 1889	Versailles and Midway service extended.
Cincinnati to Cincinnati, Ohio.....	Cincinnati and Westwood Railroad.....	7.50	May 6, 1889	New railroad; formerly star route service.
Tullahoma to Bon Air, Coal Mine, Tenn.....	Nashville, Chattanooga and St. Louis Ry.....	6.55	May 6, 1889	Tullahoma and Sparta service extended.
Findlay to Glenford, Ohio.....	American Midland Railroad Co.....	23.10	May 13, 1889	New railroad; formerly star route service.
Indianapolis, Ind., to Louisville, Ky.....	Pennsylvania Company.....	1.42	June 1, 1889	Route extended from Jeffersonville, Ind., to Louisville, Ky.

## SIXTH DIVISION.

Uva to Wendover, Wyo.....	Cheyenne and Northern.....	19.85	July 2, 1888	Cheyenne City and Uva extended.
Chicago to Evanson, Ill.....	Chicago, Milwaukee and St. Paul.....	12.00	Sept. 3, 1888	Orleans and Blakeman extended.
Blakeman to St. Francis, Kans.....	Burlington and Mo. River in Nebr.....	38.89	Sept. 24, 1888	
Streator to Walnut, Ill.....	Chicago, Burlington and Quincy.....	59.02	Sept. 24, 1888	
Des Moines, Iowa, to St. Joseph, Mo.....	Chicago, St. Paul and Kansas City.....	161.34	Oct. 1, 1888	
Geneva to Superior, Nebr.....	Fremont, Elkhorn and Mo. Valley.....	45.26	Oct. 8, 1888	
Fort Dodge to Lehigh, Iowa.....	Mason City and Fort Dodge.....	14.97	Dec. 17, 1888	
Parker City, Ill., to Paducah, Ky.....	St. Louis, Alton and Terre Haute.....	41.07	Jan. 1, 1889	Marion and Parker City extended.
St. Louis to St. Peters, Mo.....	St. Louis, Keokuk and Northwestern.....	32.46	Jan. 16, 1889	
Glen Rock to Casper, Wyo.....	Fremont, Elkhorn and Mo. Valley.....	24.16	Jan. 28, 1889	Chadron and Glen Rock extended.
Sterling, Colo., to Cheyenne, Wyo.....	Burlington and Mo. River in Nebr.....	105.16	Feb. 4, 1889	Elwood and Sterling extended.
Greighton to Verdigris, Nebr.....	Fremont, Elkhorn and Mo. Valley.....	31.38	Feb. 17, 1889	Norfolk Junction and Greighton extended.
Talgate to Creek, Nebr.....	Missouri Pacific.....	58.45	Mar. 5, 1889	
Wayne to Randolph, Nebr.....	Chicago, St. Paul, Minn. and Omaha.....	20.83	Apr. 1, 1889	
Greley to Ericson, Nebr.....	Burlington and Mo. River in Nebr.....	18.64	Apr. 1, 1889	
Chicago to Freeport, Ill.....	Illinois Central.....	114.44	June 10, 1889	

## SEVENTH DIVISION.

Aspen Junction (n. o.) to New Castle, Colo.....	Colorado Midland.....	35.08	Jan. 9, 1889	Route 38039 established.
Bluff to Anthony, Kans.....	Saint Louis and San Francisco.....	10.97	Jan. 26, 1889	Route 33040 extended.
Bonville to Marshall, Mo.....	Missouri Pacific.....	83.56	Oct. 13, 1888	Route 28050 extended.
Brownington to Osceola, Mo.....	Kansas City and Southern.....	15.45	Feb. 14, 1889	Route 28055 extended.
Chamola to Williamsville, Mo.....	Cape Girardeau Northwestern.....	13.95	Jan. 7, 1889	Route 29015 extended.
Concordia, Kans., to Superior, Nebr.....	Chicago, Kansas and Western.....	30.97	Jan. 18, 1889	Route 33088 extended.



Dodge City to Montezuma, Kans.	Dec. 14, 1888	Route 32067 established.
East Lynne to Kansas City, Mo.	Feb. 14, 1889	Route 28055 extended.
Gypsum to Marquette, Kans.	June 21, 1888	Route 32095 established.
Goodland, Kans., to Colorado Springs, Colo.	Dec. 14, 1888	Route 34050 extended.
Herington to Salina, Kans.	Sept. 21, 1888	Route 32096 established.
Joplin to Neosho, Mo.	Jan. 29, 1889	Route 29-089 established.
Kendall to Paola, Kans.	Jan. 29, 1889	Route 32083 extended.
Leadville to Aspen, Colo.	Jan. 9, 1889	Route 32054 extended.
Luray to Waldo, Kans.	June 18, 1888	Route 32057 extended.
Meager Junction (n. o.) to Leavenworth Station (n. o.), Kans.	Feb. 15, 1889	Route 32069 established.
Norton to Goodland, Kans.	July 26, 1888	Route 34050 extended.
St. Joseph, Mo., to Atchison, Kans.	Sept. 14, 1888	Route 28067 established.
Waldo to Zurich, Kans.	Nov. 2, 1888	Route 32057 extended.
Warwick, Kans., to Prosser Station (n. o.), Neb.	June 9, 1888	Route 32094 established.
Williamsville to Hunter (n. o.), Mo.	June 11, 1889	Route 28045 extended.
Willow Springs to Grandin, Mo.	July 10, 1888	Route 29060 established.
Zurich to Colby, Kans.	Dec. 29, 1888	Route 32098 established.

## EIGHTH DIVISION.

Belmont, Wash., to Genesee, Idaho (n. o.), Cal.	Sept. 17, 1888	Route 43015 extended.
Black Diamond to Franklin, Wash.	Sept. 5, 1888	Route 43007 extended.
Black River Junction (n. o.) to Seattle, Wash.	Dec. 17, 1888	Route 43012 extended.
Capistrano to Los Angeles Junction (n. o.), Cal.	Sept. 12, 1888	Route 47056 extended.
Cloverdale to Ukiah, Cal.	May 8, 1889	Route 46011 extended.
Conrad Station (n. o.) to Tuslin City, Cal.	Nov. 27, 1888	New service.
Fairbanks to Bisbee, Ariz.	Jan. 28, 1889	Do.
Fresno to Porterville, Cal.	Jan. 28, 1889	Do.
Hilldale to New Almaden, Cal.	Oct. 20, 1888	Do.
Huron to Alameda, Cal.	Oct. 11, 1888	Do.
Ignacio Station (n. o.) to Junction S. V. R. R. (n. o.), Cal.	Jan. 20, 1889	Route 46038 extended.
La Cross Junction (n. o.) to Riparin, Wash.	Aug. 3, 1888	New service.
Los Angeles to Orange, Cal.	Oct. 31, 1888	Do.
Long Valley, Cal., to Egan Station (n. o.), Nev.	Sept. 12, 1888	Do.
Madison to Rock, Cal.	Oct. 11, 1888	Route 45005 extended.
Napa Junction to Santa Rosa, Cal.	Oct. 8, 1888	Route 46018 extended.
National City to Tia Juana, Cal.	July 26, 1888	New service.
Perris to San Jacinto, Cal.	Aug. 24, 1888	Do.
Seattle to Olney, Wash.	July 10, 1888	Do.
Studebaker Station (n. o.) to Whittier, Cal.	Aug. 7, 1888	Do.
Templeton to Santa Margarita, Cal.	Mar. 28, 1889	Do.
Tia Juana Junction (n. o.) to Oxnarda, Cal.	Feb. 21, 1889	Route 46060 extended.
Tracy to Newman, Cal.	Sept. 5, 1888	New service.
Willow to Fruto, Cal.	Oct. 13, 1888	Do.
Woodinville to Suchonish, Wash.	Apr. 20, 1889	Do.
	Jan. 7, 1889	Do.

TABLE K<sup>t</sup>.—Statement of new railroad service established and service extended during the fiscal year ended June 30, 1889—Continued.

## NINTH DIVISION.

New service.	Corporate title of company.	Distance. <i>Miles.</i>	Date of order for com- mencement of railroad service.	Remarks.
Duand to East Saginaw, Mich.....	Toledo, Ann Arbor and North Michigan.....	30.96	Mar. 2, 1889	"New service" superseded by R. P. O. service, order April 10, 1889.
Grand Lodge to Grand Rapids, Mich.....	Detroit, Lansing and Northern.....	53.95	Sept. 6, 1888	"New service" superseded by R. P. O. service; date of order, October 25, 1888.
Goshen, Ind., to Battle Creek, Mich.....	C. and St. L. and St. L., S. and H. C.....	70.77	Feb. 4, 1889	"New service" superseded by R. P. O. service, order May 28, 1889.
Ludington to Stetson, Mich.....	Mason and Oceana.....	20.15	July 12, 1888	Do.
Manistee to Onekama, Mich.....	Manistee and Northeastern.....	13.76	Mar. 16, 1889	"New service" superseded by the extension of the Mount Pleasant and Toledo R. P. O. to Cadillac, Mich., making the Cadillac and Toledo R. P. O.; date of order, October 10, 1888.
Mount Pleasant to Cadillac, Mich.....	Toledo, Ann Arbor and North Michigan.....	64.57	Aug. 22, 1888	

## TENTH DIVISION.

Ashland, Wis., to Duluth, Minn.....	Northern Pacific.....	71.69	July 12, 1888	New R. R. service.
Freeport, Ill., to Madison, Wis.....	Illinois Central.....	63.16	Sept. 15, 1888	Do.
Red Oak, Ill., to Dodgeville, Wis.....	Do.....	57.35	Sept. 19, 1888	Do.
Benson, Minn., to Watertown, Dak.....	St. Paul, Minneapolis and Manitoba.....	93.75	Sept. 19, 1888	Do.
Tomahawk to Minnetonka, Wis.....	Chicago, Milwaukee and St. Paul.....	26.90	Oct. 23, 1888	Extension of route 25031.
Moorehead, Minn., to Wahpeton, Dak.....	St. Paul, Minneapolis and Manitoba.....	43.02	Oct. 31, 1888	New R. R. service.
Tower to Ely, Minn.....	Duluth and Iron Range.....	22.08	Nov. 12, 1888	Extension of route 20051.
Watertown to Huron, Dak.....	Duluth, Watertown and Pacific.....	70.57	Nov. 25, 1888	New R. R. service.
Church's Ferry to St. John's, Dak.....	St. Paul, Minneapolis and Manitoba.....	55.00	Dec. 14, 1888	Do.
Victor to Fostondale, Mont.....	Missoula and Bitter R. of Valley.....	15.25	Dec. 14, 1888	Extension of route 30408.
Carman to Fosston, Minn.....	St. Paul, Minneapolis and Manitoba.....	44.69	Dec. 21, 1888	New R. R. service.
Helena to Butte City, Mont.....	Montana Central.....	78.62	Jan. 5, 1889	Extension of route 36005.
Willmar, Minn., to Sioux Falls, Dak.....	Willmar and Sioux Falls.....	149.09	Jan. 22, 1889	New R. R. service.
Franksville to Tintah, Minn.....	St. Paul, Minneapolis and Manitoba.....	107.34	Feb. 4, 1889	Do.
Nestora, Mich., to Iron River, Wis.....	Duluth, South Shore and Atlantic.....	11.98	Mar. 11, 1889	Do.
Pratt Junction to Harrison, Wis.....	Milwaukee, Lake Shore and Western.....	16.18	Mar. 15, 1889	Do.
Great Falls to Sand Coulee, Mont.....	St. Paul, Minneapolis and Manitoba.....	9.43	Apr. 10, 1889	Do.
Phillipsburgh to Rumsey, Dak.....	Northern Pacific.....	13.14	Apr. 17, 1889	Extension of route 36001.
Carrington to Sykeston, Dak.....	Do.....			New R. R. service.

## ELEVENTH DIVISION.

Argente to Althelmer, Ark.....	42.95	May 6, 1889	New service.
Dallas to Lancaster, Tex.....	16.01	Apr. 22, 1889	Do.
Fort Smith to Greenwood, Ark.....	16.02	Apr. 15, 1889	Do.
Gregory to Rockport, Tex.....	21.47	Sept. 17, 1888	Do.
Kildare to Linden, Tex.....	13.26	Apr. 1, 1889	Do.
Mineola to Troupe, Tex.....	44.54	Mar. 8, 1889	New service, created by cutting the Denison and Troupe (Tex.) R. P. O. at Mineola, Tex.
St. Louis, Arkansas and Texas.....			
Missouri, Kansas and Texas.....			
St. Louis, Iron Mountain and Southern.....			
San Antonio and Arkansas Pass.....			
Kildare and Linden.....			
International and Great Northern.....			

TABLE L.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1889.

## FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
Boston to Northampton, Mass.....	Boa and Me. (Gen. Mass. Div.).....	Miles. 104.04	Jan. 14, 1889	New service.

## SECOND DIVISION.

Edmeston, N. Y., to New Berlin, N. Y.....	New York, Ontario and Western.....	7.08	May 14, 1889	Extension of New Berlin and Sidney R. P. O.
Hightstown, N. J., to Pemberton, N. J.....	Union Transportation Co.....	25.89	Oct. 4, 1888	Formerly closed-pouch service. Point Pleasant and Philadelphia R. P. O. clerk reschid run between Hightstown, N. J., and Philadelphia; service between Point Pleasant, N. J., and Birmingham, N. J., performed by closed-pouch service.
Jamison City, Pa., to Bloomsburgh, Pa.....	Bloomsburgh and Sullivan.....	30.42	Mar. 20, 1889	Do.
Lawrenceville, Pa., to Harrison Valley, Pa.....	Fall Brook Coal Co.....	32.42	Nov. 9, 1883	New R. P. O. service, covering contract route No. 6120, 7.07 miles, and part of No. 6094, 7.01 miles; balance, 4.35 miles, covered by closed-pouch service.
Thomaston, N. Y., to Long Island City, N. Y.....	Long Island.....	14.08	June 4, 1889	Extension of Buffalo and West R. P. O. This extension is covered by clerk running as helper from West, N. Y., to Bradford, Pa., in Rochester and Punxsutawney R. P. O. car.
West, N. Y., to Bradford, Pa.....	Buffalo, Rochester and Pittsburgh.....	29.61	Dec. 26, 1883	

## THIRD DIVISION.

Suffolk, Va., to Amboy, N. C.....	Suffolk and Carolina.....	89.06	Aug. 27, 1888	New R. P. O. service.
Pulaski City to Ivanhoe Furnace, Va.....	Norfolk and Western.....	32.33	Sept. 3, 1883	Do.
Bristol, Tenn., to Speer's Ferry, Va.....	South Atlantic and Ohio.....	41.85	Sept. 26, 1883	Keyville and Oxford R. P. O. extended to Durham.
Oxford to Durham, N. C.....	Richmond and Danville.....	32.17	Dec. 12, 1883	Raleigh and Hamlet R. P. O. extended to Gibson's Station, N. C.
Hamlet to Gibson's Station, N. C.....	Raleigh and Augusta Air Line.....	11.13	Dec. 26, 1888	Baltimore and Amboy R. P. O. extended to Woodley.
Amboy to Woodley, N. C.....	Suffolk and Carolina.....	1.91	Feb. 2, 1889	Baltimore and Bristol R. P. O. curtailed to end at Roanoke, Va., and run of clerks in West Division extended to Lynchburg, Va., making double daily R. P. O. service over the entire line of the Lynchburg and Bristol R. P. O.
Lynchburg to Roanoke, Va.....	Norfolk and Western.....	64.24	Feb. 11, 1889	

Durham to Raleigh, N. C. ....	Richmond and Danville .....	26.20	Feb. 18, 1889	Keyville and Durham R. P. O. extended to Raleigh, N. C. Service between Durham and Raleigh in addition to the Goldsborough and Greensborough R. P. O. service. New R. P. O. service.
Boykins Va., to Lewiston, N. C. ....	Roanoke and Tar River .....	35.25	Feb. 21, 1889	New R. P. O. service.
Norfolk to Belfast, Va. ....	Atlanta and Danville .....	77.95	May 9, 1889	
Speer's Ferry to Clinchport, Va. ....	South Atlantic and Ohio .....	1.68	May 27, 1889	
Washington, D. C., to Huntington, W. Va. ....	Richm'd and Danville and Chesapeake and Ohio .....	436	June 22, 1889	New R. P. O. line. Service between Washington, D. C., and Charlottesville, Va. in addition to the Washington and Charlotte R. P. O., and between Charlottesville, Va., and Huntington, W. Va. in addition to the Richmond and Huntington R. P. O.

## FOURTH DIVISION.

Chattanooga, Tenn., to Meridian, Miss. ....	Ala. Great Southern R. R. ....	295.60	Jan. 1, 1889	Service on night trains, making double daily.
Shelb'd to Jasper, Ala. ....	Shelb., Birm. Coal, Iron and Rwy. ....	87.70	Aug. 24, 1888	New railroad.
Childersburg to Birmingham, Ala. ....	Savannah and Western Rwy. ....	42.21	Sept. 24, 1888	Childersburg and Columbus R. P. O. extended.
Selma to Mobile, Ala. ....	Mobile and Birmingham R. R. ....	163.22	Nov. 12, 1888	New railroad.
Eufaula to Ozark, Ala. ....	Savannah and Western Rwy. ....	59.50	Dec. 10, 1888	Superseding closed-pouch service.
Rome, Ga., to Atlanta, Ala. ....	Rome and Decatur R. R. ....	63.70	Nov. 12, 1888	New railroad.
Atlanta to Anniston, Ala. ....	Anniston and Cincinnati R. R. ....	35.99	Dec. 3, 1888	Do.
Ocala to Homosassa, Fla. ....	Silver Springs, Ocala and Gulf R. R. ....	48.98	Feb. 4, 1889	Superseding closed-pouch service.
Tarpon Springs to St. Petersburg, Fla. ....	Jacksonville, Tampa and Key West. ....	4	July 16, 1888	Do.
Sanford to Monroe, Fla. ....	Fla. Cent. and Pensacola R. R. ....	65.90	May 1, 1889	Superseding closed-pouch service.
Wildwood to Plant City, Fla. ....	Southwestern R. R. ....	107	Feb. 7, 1889	Service increased to double daily.
Macon to Albany, Ga. ....	Atlanta and Florida R. R. ....	25.53	Aug. 6, 1888	Atlanta and Zebulon R. P. O. extended.
Zebulon to Culloden, Ga. ....	do. ....	28.35	Sept. 17, 1888	Atlanta and Culloden R. P. O. extended.
Culloden to Fort Valley, Ga. ....	Chattanooga, Rome and Columbus R. R. ....	138	Sept. 24, 1888	New railroad.
Chattanooga, Tenn., to Carrollton, Ga. ....	Georgia Southern and Fla. R. R. ....	66.10	Nov. 5, 1888	Do.
Macon to Cordele, Ga. ....	Covington and Macon Rwy. ....	87.30	Apr. 1, 1889	Extension of Madison and Macon R. P. O.
Madison to Athens, Ga. ....	East Tenn., Va. and Georgia Rwy. ....	34.16	Jan. 21, 1889	Night line extended, making double daily.
Camak to Macon, Ga. ....	Georgia R. R. ....	88	Mar. 15, 1889	Service on night trains, making double daily.
Cairo, Ill., to New Orleans, La. ....	Illinois Central R. R. ....	78.59	Feb. 15, 1889	Service increased to double daily.
New Albany to Pontotoc, Miss. ....	Ship Isld., Ripley and Ky. R. R. ....	18.74	Nov. 10, 1888	Middleton and New Albany R. P. O. extended to Pontotoc.
Asheville, N. C., to Hot Springs, N. C. ....	Richmond and Danville R. R. ....	37	July 15, 1888	Asheville and Columbia R. P. O. extended.
Lancaster to Rock Hill, S. C. ....	Charles, Cincinnati and Chlo. R. R. ....	23.90	Nov. 5, 1888	Lancaster and Kingsville R. P. O. extended.
Rock Hill, S. C., to Rutherfordton, N. C. ....	do. ....	84.50	Feb. 25, 1889	Do.
Postal car service established:				
Chattanooga, Tenn., to Meridian, Miss. ....	Ala. Gt. Southern R. R. ....	295.60	Oct. 1, 1888	One line of 40-ft. cars on trains 5 and 6.
Atlanta to Albany, Ga. ....	Central R. R., Southwestern R. R. ....	210	Nov. 3, 1888	One line of 40-ft. cars on trains 2-5 and 6-13.
Meridian, Miss., to New Orleans, La. ....	New Orleans and Northeastern R. R. ....	196.30	Apr. 1, 1889	One line of 40-ft. cars on trains 1 and 6.
Albany to Waycross, Ga. ....	Brunswick and Albany R. R. ....	111.56	Dec. 16, 1888	One line of 40-ft. cars on trains 1 and 10.

TABLE L'.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1889.—Continued.

## FIFTH DIVISION.

New service.	Corporate title of company.	Distance. <i>Miles.</i>	Date of order for com- mencement of railway post-office service.	Remarks.
Zanesville to Columbus, Ohio.....	Columbus and Eastern Railroad.....	6.55	July 1, 1888	Redfield and Columbus R. P. O. extended.
Addison, Mich., to Franklin, Ohio.....	Cincinnati, Jackson and Mackinaw R. R. ....	41.21	July 9, 1888	Bryan and Carlisle R. P. O. extended from Bryan, Ohio, to Addison, Mich.
		1.89	Jan. 18, 1889	Addison and Carlisle R. P. O. extended from Carlisle to Franklin, Ohio.
Zanesville to Marietta, Ohio.....	Zanesville and Ohio River Railway.....	20.14	July 11, 1888	Zanesville and Waterford R. P. O. extended.
Sandusky, Ohio, to Peoria, Ill.....	Lake Erie and Western Railway.....	41.08	July 16, 1888	Sandusky and Bloomington R. P. O. extended.
Louisville to Burgin, Ky.....	Louisville Southern Railroad.....	84.80	July 16, 1888	New R. P. O. service established between Louisville and Harrodsburg, Ky.
		4.79	Nov. 27, 1888	Extended to Burgin, Ky.
Perryville to Memphis, Tenn.....	Tennessee Midland Railway.....	86.39	July 23, 1888	New R. P. O. service established between Jackson and Memphis, Tenn.
Georgetown to Cincinnati, Ohio.....	Cincinnati, Georgetown and Portsmouth R. R.	49.10	June 6, 1889	Extended to Perryville, Tenn.
		47.86	Aug. 7, 1888	Additional R. P. O. service placed on trains 5 and 2 of this line.
Corbin to Pineville, Ky.....	Louisville and Nashville Railroad.....	31.43	Aug. 24, 1888	New R. P. O. service. Service not satisfactorily performed by closed pouches.
Nashville, Tenn., to Sheffield, Ala.....	Nashville and Florence Railroad.....	29.54	Sept. 3, 1888	Nashville and St. Joseph R. P. O. extended.
Huntington, W. Va., to Cincinnati, Ohio.....	Maysville and Big Sandy Railroad.....	100.94	Oct. 22, 1888	New R. P. O. service established between Ashland and Augusta, Ky.
		44.29	Jan. 15, 1889	Ashland and Augusta R. P. O. extended from Augusta, Ky., to Cincinnati, Ohio.
		15	Feb. 18, 1889	Ashland and Cincinnati R. P. O. extended from Ashland, Ky., to Huntington, W. Va.
		100.23	May 12, 1889	Additional R. P. O. service placed on night trains in apartment cars.
Pittsburgh, Pa., to St. Louis, Mo.....	P. C. and St. L., C., St. L. and P., and T. H. and I. Railroads.	675.65	Ordered Oct. 29, 1888.	One additional line of railway post-office cars 60 ft. in length established, to supersede one line of 40 ft. cars. Date of commencement to be subsequently stated.
Huntington, W. Va., to Louisville, Ky.....	Maysville and Big Sandy, Elizabethtown, Lexington and Big Sandy, and Louisville and Nashville Railroads.	94.95	Dec. 3, 1888	Additional R. P. O. service placed on trains Nos. 17 and 22 of this line between Lexington and Louisville, Ky., in apartment cars.
Kearley to Knoxville, Tenn.....	East Tennessee, Virginia and Georgia Ry....	53	Dec. 27, 1888	New R. P. O. service. Service not satisfactorily performed by closed pouches.

Momence, Ill., to Brazil, Ind .....	Chicago and Indiana Coal Railway .....	34. 64	Dec 27, 1888	Run of La Crosse and Brazil R. P. O. changed to cover Momence and Goodland contract route.
Louisville to Henderson, Ky .....	Louisville, St. Louis and Texas Railway .....	112. 81	Jan. 7, 1889	New R. P. O. service established between Louisville and Owensborough, Ky.
Toledo, Ohio, to St. Louis, Mo. ....	Wabash, St. Louis and Pacific Railway .....	29. 70	Feb. 18, 1889	Establishment of additional line of railway post-office cars 50 feet in length.
Dickson to Kimmens, Tenn. ....	Nashville, Chattanooga and St. Louis Ry. ....	436. 56	Jan. 17, 1889	Establishment of line of railway post-office cars 60 feet in length. Date of commencement of service to be stated in a subsequent order.
Grafton, W. Va., to Chicago, Ill. ....	Baltimore and Ohio Railroad .....	3. 35	Jan. 21, 1889	Two lines of railway post-office cars 50 feet in length established to supersede two lines of 40-foot cars from July 1, 1889.
Cincinnati, Ohio, to Chattanooga, Tenn. ....	Cin., New Orl. and Texas Pacific Railway .....	560. 24	Ordered Feb. 28, 1889.	(Establishment of two lines of railway post-office cars 60 feet in length, to supersede two lines of 50-foot cars; pay not to commence prior to July 1, 1889.
Grafton, W. Va., to Cincinnati, Ohio .....	Balto. and Ohio, Cin. Wash. and Balto., and Ohio and Miss. Railroads. ....	338. 70	Ordered Mar. 16, 1889.	Cleveland and Wheeling R. P. O. extended.
Cincinnati, Ohio, to St. Louis, Mo. ....	Cleveland, Lorain and Wheeling Railroad .....	209. 80	Mar. 19, 1889	
Cincinnati, Ohio, to St. Louis, Mo. ....		338. 14	Mar. 19, 1889	
Cleveland to Bellaire, Ohio .....		2. 36	Mar. 21, 1889	

## SIXTH DIVISION.

Wendover to Cheyenne, Wyo. ....	Cheyenne and Northern .....	122. 05	July 2, 1888	Kansas City and Red Cloud short run extended.
Red Cloud to Oxford, Nebr. ....	Burlington and Mo. River in Nebr .....	64. 70	July 29, 1888	
Cherokee, Iowa, to Sioux Falls, Dak. ....	Cherokee and Dakota .....	60. 70	Aug. 7, 1888	Edgar and Curtis extended.
North Platte, Nebr., to Cheyenne, Wyo. ....	Burlington and Mo. River in Nebr. ....	157. 08	Aug. 7, 1888	Omaha and North Platte short run extended.
Blakeman to St. Francis, Kans. ....	Union Pacific and Mo. River in Nebr. ....	225. 41	Sept. 6, 1888	Ola Moines, Savannah and St. Joseph R. P. O.
Des Moines, Iowa, to St. Joseph, Mo. ....	Chicago, Nebr. and Kansas City .....	38. 80	Sept. 24, 1888	Livewood and Geneva extended.
Geneva to Superior, Nebr. ....	Chicago, Nebr. and Kansas City .....	161. 34	Oct. 18, 1888	Covington and Norfolk extended.
Sioux City, Iowa, to South Sioux City, Nebr. ....	Chicago, St. Paul Minn., and Omaha .....	116. 49	Dec. 28, 1888	Edgar and Sterling extended.
Sterling, Colo., to Cheyenne, Wyo. ....	Chicago, St. Paul Minn., and Omaha .....	105. 18	Feb. 4, 1889	
Talmage to Crete, Nebr. ....	Missouri Pacific .....	58. 10	Apr. 5, 1889	
Cherokee to Omaha, Iowa .....	Cherokee and Dakota .....	60. 70	Apr. 23, 1889	
Chicago to Freport, Ill. ....	Illinois Central .....	114. 44	June 10, 1889	Chicago, Irene and Dubuque R. P. O.
Yates City to Canton, Ill. ....	Chicago, Burlington and Quincy .....	17	June 14, 1889	Bula and Yates City extended.

## SEVENTH DIVISION.

Beatrice to Lincoln, Nebr. ....	Union Pacific .....	39. 86	July 26, 1888	Beatrice, Nebr., and Manhattan, Kans., R. P. O. extended.
Bluff to Anthony, Kans. ....	St. Louis and San Francisco .....	10. 97	July 28, 1888	Beaumont and Bluff, Kans., R. P. O. extended.
Boonville to Lexington, Mo. ....	Missouri Pacific .....	86	Nov. 6, 1888	Beaumont and Lexington, Mo., R. P. O. established.
Chaotia to Williamsville, Mo. ....	Cape Girardeau and Southwestern .....	13. 95	Jan. 18, 1889	Cape Girardeau and Chaotia, Mo., R. P. O. extended.
Concordia, Kans., to Superior, Nebr. ....	Chicago, Kansas and Western .....	39. 97	Jan. 23, 1889	Concordia and Strong, Kans., R. P. O. extended.
Dexter to Arkansas City, Kans. ....	Grouse Creek .....	28. 26	May 14, 1889	Covered last year by closed pouch service.





Farmington, Wash., to Pendleton, Oregon .....	Oregon Rwy. and Navigation Co .....	190.40	Nov. 2, 1898	The Dayton, Washington, and Umatilla, Oregon, and the Moscow, Idaho, and Connel, Wash., R. P. O.'s were discontinued by the establishment of this line. Length of line, 132 miles; Los Angeles Junction to National City (49 miles) was covered last year by San Bernardino and National City R. P. O.
Los Angeles to National City, Cal .....	Cal. Cent. Rwy. and Cal. Souther. R. R. ....	83	Oct. 6, 1898	San Bernardino and National City R. P. O. extended, additional to Ogdun and San Francisco R. P. O.
Sacramento to San Francisco, Cal .....	Southern Pacific R. R. ....	83.79	Sept. 4, 1898	New service. Service between San Bernardino and East Riverside in addition to San Bernardino and Occaside.
San Bernardino to Orange, Cal .....	Cal. Cent. Rwy. and Cal. Souther. R. R. ....	47	Apr. 29, 1898	New service. Service between Puyallup Junction (u. o.) and Tacoma additional to Spokane Falls and Portland R. P. O.
Seattle to Tacoma, Wash. ....	N. P. C. and P. S. and P. S. S. R. Co. ....	42	Dec. 4, 1898	New service. Service between Spokane Falls and Marshall in addition to Spokane Falls and Portland.
Spokane Falls, Wash., to Genesee, Idaho .....	Spokane and Palouse Rwy. ....	113.31	Oct. 2, 1898	San Francisco and Templeton extended.
Templeton to Santa Margarita, Cal. ....	Southern Pacific R. R. ....	13.53	Mar. 16, 1899	

## NINTH DIVISION.

Battle Creek, Mich., to Goshen, Ind .....	C. and St. L. and St. L. S. and B. C. ....	70.77	May 23, 1899	New service.
Cadillac, Mich., to Toledo, Ohio .....	Toledo, Ann Arbor and North Michigan .....	236.39	Oct. 16, 1898	Extending service from Mount Pleasant to Cadillac, Mich., increasing distance 64.57 miles.
Durand to Enet Saginaw, Mich. ....	do .....	99.96	Apr. 10, 1899	New service.
Grand Lodge to Grand Rapids, Mich. ....	Detroit, Lansing and Northern .....	53.95	Oct. 25, 1898	Do.

## TENTH DIVISION.

Marquette to Mackinaw City, Mich. ....	Dul., So. Shore and Atl. ....	155	July 23, 1898	Marquette and Houghton R. P. O. changed and extended.
Sault de Ste. Marie to Gladstone, Mich. ....	Minn., St. P. and Sault de Ste. Marie .....	152	Aug. 9, 1898	Sault de Ste. Marie and Gladstone R. P. O. established.
Muskegon, Mich., to Milwaukee, Wis. ....	Chicago and Northwest .....	180.85	Aug. 29, 1898	Menominee and Milwaukee R. P. O. established.
Minneapolis to St. Paul, Minn. ....	Minn., St. Paul and Sault de Ste. Marie .....	20.20	Aug. 21, 1898	Minneapolis and Oakes R. P. O. changed and extended to St. Paul. A ferryway (May 29, 1899) curtailed to end at Minneapolis, Minn., decreasing distance 19.80 miles.
Madison, Wis., to Freeport, Ill. ....	Illinois Central .....	63.16	Sept. 21, 1898	Madison and Freeport R. P. O. established.
Bridge to Rhineland, Wis. ....	Minn., St. Paul and Sault de Ste. Marie .....	84.73	Oct. 1, 1898	Bridge and Minneapolis R. P. O. changed and extended.
Dodgeville, Wis., to Freeport, Ill. ....	Illinois Central .....	63.16	Oct. 9, 1898	Dodgeville and Freeport R. P. O. established.
St. Vincent to Crookston, Minn. ....	St. Paul, Minn. and Manitoba .....	86.83	Nov. 9, 1898	St. Vincent and Crookston R. P. O. established. Service on this line was formerly performed by the Boundary Line (u. o.) and St. Paul, Minn., R. P. O.

TABLE L'.—Statement of new railway post-office services established and extended during the fiscal year ended June 30, 1889.—Continued.

## TENTH DIVISION.—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
Crookston to Barnesville, Minn. ....	St. Paul, Minn. and Manitoba .....	<i>Miles.</i>	Nov. 9, 1888	Barnesville and Minot R. P. O. changed and extended.
Boundary Line (n. o.), Dak., to St. Paul, Minn. ....	do .....	80.49	Nov. 9, 1888	Boundary Line (n. o.) and St. Paul R. P. O. changed to run from Boundary Line (n. o.), Dak., via Neche and Fargo, Dak., and Barnesville, Minn., to St. Paul, Minn., instead of from Boundary Line (n. o.), Minn., via St. Vincent, Crookston, and Barnesville to St. Paul, Minn.
Fargo, Dak., Willmar to St. Paul, Minn. ....	do .....	267.38	Nov. 9, 1888	Neche and St. Paul R. P. O. discontinued, and Fargo, Willmar, and St. Paul R. P. O. established.
Boundary Line (n. o.), Dak., to St. Paul, Minn. ....	do .....	210.03	Nov. 10, 1888	40-foot R. P. O. car line authorized between Barnesville and Minneapolis, Minn. These cars formerly ran between Barnesville and Minneapolis over route 26006.
St. Paul, Minn., to McGregor, Iowa .....	Chl., Mil. and St. Paul .....	212.53	Nov. 15, 1888	Chicago, McGregor, and St. Paul R. P. O. curtailed, and St. Paul and McGregor R. P. O. established.
Sioux Falls to Mitchell, Dak. ....	Chl., St. Paul, Minn. and Omaha .....	71.00	Dec. 4, 1888	Worthington and Sioux Falls R. P. O. changed and extended.
Mandan, Dak., to Spokane Falls, Wash. ....	Northern Pacific .....	383	Dec. 20, 1888	Helena and Portland R. P. O. taken up and discontinued between Helena, Mont., and Spokane Falls, Wash., and Mandan and Helena R. P. O. changed and extended.
Benson, Minn., to Huron, Dak. ....	St. Paul, Minn. and Man. and Dul., Wat. and Pac. ....	181.74	Dec. 13, 1888	Benson and Huron R. P. O. established.
Helena to Butte, Mont. ....	Montana Central .....	73.62	Jan. 9, 1889	Helena and Butte R. P. O. established.
Missoula to Grantdale, Mont. ....	Missoula and Bitter Root Valley .....	51	Jan. 10, 1889	Missoula and Grantdale R. P. O. established.
Fort Howard, Wis., to Chicago, Ill. ....	Chicago and Northwest .....	91.10	Mar. 13, 1889	Additional 50-foot car line authorized between Chicago, Ill., and Jaseville, Wis.
Chicago, Ill., to Winona, Minn. ....	do .....	240.56	Mar. 13, 1889	Additional 50-foot car line authorized.
Chicago, Ill., to Minneapolis, Minn. ....	Chl., Mil. and St. Paul. ....	104.83	Apr. 17, 1889	40-foot R. P. O. car line authorized between Portage and La Crosse, Wis.

## ELEVENTH DIVISION.

Alexandria to La Fayette, La. ....	Southern Pacific .....	85.82	Sept. 13, 1888	Extended from Cheneyville to La Fayette, La. 21.86 miles.
Denver, Colo., to Fort Worth, Tex. ....	Fort Worth and Denver City; Denver, Texas and Fort Worth. ....	894	July 6, 1888	R. P. clerks extend run to end at Fort Worth, Tex. Increase in distance, 678 miles. This extension takes up and discontinues the Clarendon and Fort Worth, Tex., R. P. O. New service.
Fayetteville to St. Paul, Ark. ....	St. Louis and San Francisco .....	35.86	July 26, 1888	Do.
Fort Smith, Ark., to Wagner, Ind. T. ....	Kansas and Arkansas Valley .....	89.38	Sept. 17, 1888	Do.
Galveston, Tex., to Shreveport, La. ....	St. Louis, Arkansas and Texas .....	61.04	July 19, 1888	Do.
Houston to Eagle Pass, Tex. ....	Galveston, Henderson and San Antonio .....	386.70	Aug. 13, 1888	Double service between Houston and San Antonio, Tex.
Kiowa, Kans., to Pankhalla, Tex. ....	Southern Kansas .....	217.20	Dec. 4, 1888	New service.
Memphis, Tenn., to Tohi Knob, Ark. ....	St. Louis, Iron Mountain and Southern .....	93.71	Aug. 20, 1888	Double service.
Memphis, Tenn., to Little Rock, Ark. ....	Memphis and Little Rock .....	136	June 15, 1889	Extended from Newton, Kans., to Galveston, Tex.
Newton, Kans., to Galveston, Tex. ....	Atchison, Toiyoka and Santa Fé; Gulf, Colorado and Santa Fé. ....	750.31	Dec. 20, 1888	This extension takes up and discontinues the Gainesville and Galveston, Tex., R. P. O.
Paris to Weatherford, Tex. ....	Gulf, Colorado and Santa Fé .....	192.35	Dec. 15, 1888	This extension takes up and discontinues the Dallas and Weatherford, Tex., R. P. O.
Taylor to Fayetteville, Tex. ....	Taylor, Bastrop and Houston .....	83.29	Aug. 6, 1888	Formerly a part of the Denison and San Antonio, Tex., R. P. O. A change of line on the International and Great Northern R. R. broke connection at Taylor, Tex., causing the establishing of the Taylor and San Antonio, Tex., R. P. O.
Temple to San Angelo, Tex. ....	Gulf, Colorado and Santa Fé .....	237.40	Oct. 29, 1888	Do.
Taylor to San Antonio, Tex. ....	International and Great Northern .....	116.50	June 16, 1889	Do.

TABLE M<sup>m</sup>.—Statement of annual salaries of railway postal clerks on June 30, 1889.

Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.	Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.
Fifth.....	\$1,400	63	\$88,200	First.....	\$650	3	\$1,950
Fifth.....	1,300	570	741,000	First.....	640	4	2,560
Fourth.....	1,150	663	762,450	First.....	630	2	1,260
Third.....	1,000	1,622	1,622,000	First.....	610	3	1,830
Second.....	900	746	671,400	First.....	600	43	25,800
Second.....	890	3	2,670	First.....	580	2	1,160
Second.....	880	11	9,680	First.....	570	2	1,140
Second.....	870	8	6,960	First.....	560	1	560
Second.....	860	17	14,620	First.....	540	1	540
Second.....	850	5	4,250	First.....	530	1	530
Second.....	840	7	5,880	First.....	520	2	1,040
Second.....	820	5	4,100	First.....	510	2	1,020
Second.....	810	5	4,050	First.....	500	5	2,500
First.....	800	1,490	1,196,800	First.....	480	4	1,920
First.....	790	7	5,530	First.....	420	2	840
First.....	780	5	3,900	First.....	410	2	820
First.....	770	4	3,080	First.....	400	4	1,600
First.....	760	8	6,080	First.....	370	1	370
First.....	750	4	3,000	First.....	360	1	360
First.....	740	5	3,700	First.....	320	1	320
First.....	730	4	2,920	First.....	300	0	0
First.....	720	28	20,160	First.....	240	1	240
First.....	710	7	4,970	First.....	150	2	300
First.....	700	27	18,900	First.....	120	2	240
First.....	690	4	2,760	First.....	100	1	100
First.....	680	6	4,080	First.....	75	11	75
First.....	670	2	1,340	First.....	12	5	60
First.....	660	3	1,980	First.....	1	5	5
				Total.....		5,448	5,268,008

## EXHIBIT 1.

Statement of miles traveled by railway postal clerks in the performance of duty during the fiscal year ended June 30, 1889.

## FIRST DIVISION.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Alton Bay and Dover.....	28.42	12	1	35,468	35,468	
Athol and Springfield.....	48.34	6	1	30,164	30,164	
Augusta and Portland.....	63.39	6	1	( <sup>1</sup> )	( <sup>1</sup> )	<sup>1</sup> This clerk runs in connection with Skowhegan and Portland R. P. O., the three clerks performing the service of the two R. P. O's.
Bangor and Bar Harbor.....	51	6	1	31,824		<sup>1</sup> Shown in columns 5 and 6 Skowhegan and Portland R. P. O.
Bangor and Boston:						
Night run.....	245.90	7	12	538,521	44,876	
Day run.....	245.90	6	16	613,766	38,360	
Short stops.....	108.80		4	579,424	39,712	<sup>1</sup> Night. <sup>2</sup> Day.
Bangor and Bucksport.....	20.07	12	1	25,016	25,016	Between Portland and Boston.
Bath and Lewiston.....	28.47	12	1	35,530	35,530	
Belfast and Burnham.....	33.95	12	1	42,368	42,368	
Boston and Albany:						
Day run.....	203.25	6	12	380,484	31,707	
Night run.....	203.25	7	12	445,117	37,093	
Short run.....	99.44	6	6	186,151	31,025	
Helpers.....	99.44		2	62,050	31,025	Between Springfield and Boston.
Helpers.....	103.81		4	504,577	37,388	<sup>1</sup> Day. <sup>2</sup> Night.
Boston, Clinton and Fitchburg.....	62.49	6	1	773,781	37,890	Between Springfield and Albany.
				38,993	38,993	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## FIRST DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Boston and Greenville .....	60.33	6	1	37,645	37,645	
Boston and Hopewell Junction .....	215.23	6	4	134,303	33,575	
Short run .....	118.30	6	2	73,819	36,009	
Short stop .....	86.13	...	1	35,830	35,830	Between Boston and Willimantic
Second clerks .....	153.43	...	3	95,740	31,913	
Boston, Nashua and Keene .....	96.22	6	2	60,041	30,020	
Boston and Northampton .....	104.71	6	1	30,156	30,156	From January 14, 1889.
Boston, Providence and New York .....	233.07	7	12	510,423	42,535	
Short stops .....	105.35	...	2	76,905	38,452	Between New York and Saybrook.
Boston, Springfield and New York:						
Day run .....	235.17	6	24	880,476	36,686	
Night run .....	235.17	7	36	1,545,066	42,918	
Messengers .....	235.17	7	4	171,874	42,918	
Short run .....	135.73	6	12	259,908	21,659	
Short stops; night run .....	109.73	...	4	159,766	39,941	Between New York and Hartford.
Short stops; short run .....			4	148,995	36,749	There are twelve clerks on this line who run one way a day, and four short-stops who double the road between New York and Springfield three days and New York and Meriden three days. The Sunday run is divided among the sixteen clerks.
Boston and Troy:						
A. m. ....	191.04	6	8	238,417	29,802	
P. m. ....	191.04	6	8	238,417	29,802	
Short stops .....	71.67	...	2	44,722	22,361	Between Troy and Shelburne Falls.
Boston and Wellfleet:						
A. m. ....	106.56	6	4	132,986	33,246	
P. m. ....	106.56	6	4	132,986	33,246	1 clerk detailed from Boston, Springfield and New York R. P. O., as short stops.
Boundary Line and Presque Isle .....	39.00	6	1	24,336	24,336	
Brattleborough and Palmer .....	56.33	6	1	35,149	35,149	
Cambridge Junction and Burlington .....	34.47	6	1	21,569	21,569	
Canton and Mechanic Falls .....	25.52	6	1	15,924	15,924	
Claremont and Boston .....	129.84	6	2	81,020	40,510	
Danbury and South Norwalk .....	23.61	12	1	29,494	29,494	
Essex Junction and Boston .....	241.86	6	8	301,841	37,730	
Farmington and Lewiston .....	47.12	6	1	29,402	29,402	
Greenville and Bangor .....	91.03	6	1	56,802	56,802	
Hartford and Millerton .....	70.96	12	2	88,558	44,279	
Hartford and Saybrook .....	45.36	12	2	56,608	28,304	
Keene and South Vernon .....	24.35	12	1	30,388	30,388	
Lancaster and Boston .....	212.03	6	6	188,460	33,076	
Litchfield and Hawleyville .....	32.75	6	1	22,395	22,395	From Dec. 31, 1888, Litchfield and Bethel, to Dec. 30, 1888.
Lowell and Ayer .....	16.98	12	1	21,190	21,190	
Lowell and Taunton .....	62.01	12	2	77,388	38,694	
Manchester, Lawrence, and Boston .....	53.85	12	2	50,150	25,075	Double service between Manchester and Lawrence.
Manchester and Peterborough .....	63.37	6	1	39,542	39,542	
New Hartford and Farmington .....	14.30	12	1	17,846	17,846	
New Haven and New York .....	77.05	6	1	48,079	36,059	This clerk is relieved every fourth week, by W. Winsted, a Bridgeport clerk.
New London and New Haven .....	51.81	12	2	64,658	32,329	
Newburyport and Boston .....	40.63	12	2	50,706	25,353	
Newport and Springfield:						
Day .....	229.60	6	8	286,540	35,817	
Night .....	229.60	6	8	286,540	35,817	
Short run .....	124.39	6	2	77,019	38,809	
Short stops .....	120.00	...	2	74,880	37,440	
North Adams and Pittsfield .....	21.43	12	1	26,744	26,744	
North Anson and Portland .....	104.17	6	2	65,002	32,501	These clerks run between Oakland and Portland, with Skowhegan and Portland clerks as assistants.

## Statement of miles traveled by railway postal clerks, etc—Continued.

## FIRST DIVISION—Continued.

Railway postoffice.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
North Conway and Boston.....	139.37	12	6	224,615	37,435	Double service between Wolf- boro Junction and Portsmouth.
Palmer and New London .....	65.30	6	1	40,747	40,747	
Peterborough and Worcester ..	53.40	6	1	33,571	33,571	
Pittsfield and Bridgeport .....	110.49	12	4	140,003	37,400	
Pittsfield and Hooksett .....	20.35	6	1	12,698	12,698	
Plymouth and Concord .....	51.40	6	1	32,073	32,073	
Portland and Boston:						
A. m. ....	116.70	6	6	218,462	36,410	
P. m. ....	116.70	6	4	145,641	36,410	
Portland and Island Pond .....	149.78	6	3	93,462	31,154	
Helpers .....	149.78	6	2	93,462	46,731	
Short run .....	92.16	6	2	57,507	28,753	
Portland and Rochester .....	52.74	3	1	32,908	32,908	Clerk appointed to Portland and Worcester R. P. O.
Portland and Swanton .....	232.90	6	4	145,329	36,332	
Short run .....	72.87	6	1	45,470	45,470	
Portland and Worcester .....	147.34	6	6	183,880	30,640	
Portland (short run) .....	46.76	6	1	29,178	29,178	
Portsmouth and Concord .....	59.25	6	1	36,972	36,972	
Portsmouth and Manchester .....	41.52	6	1	25,908	25,908	
Providence and New London .....	65.24	12	2	81,418	40,709	
Providence and Pascoag .....	23.75	12	1	29,640	29,640	
Providence and Willimantic .....	59.94	6	1	36,840	36,840	
Richford and St. Albans .....	28.91	6	1	18,039	18,039	
Rockland and Portland .....	88.42	6	2	55,174	30,461	These three clerks perform the service of the long and short run.
Short run .....	58.03	6	1	36,210		
Rutland, Bennington, and Troy	85.19	6	2	53,158	26,579	
St. Albans and Boston:						
Day .....	265.40	6	8	331,219	41,402	
Night .....	265.40	6	8	331,219	41,402	
St. Albans and Troy .....	184.09	6	3	115,246	38,415	
Skowhegan and Portland .....	103.00	6	2	103,827	34,609	These clerks run in connection with Augusta and Portland clerk, the three clerks perform- ing the service of the two R. P. O.'s.
South Londonderry and Brattle- borough .....	36.47	6	1	22,757	22,757	
Springfield and Hartford .....	32.29	12	1	38,296	38,296	
Vanceborough and Bangor:						
Day .....	114.44	6	4	142,821	35,705	
Night .....	114.44	6	4	142,821	35,705	
Wells River and Montpelier .....	38.64	6	1	24,111	24,111	
West Winsted and Bridgeport ..	62.21	12	3	77,650	25,883	One of these clerks relieves the New Haven and New York clerk every fourth week.
Williamsburgh and New Haven	85.59	12	3	106,816	35,605	
Willimantic and New Haven .....	54.69	6	1	34,126	34,126	
Winchendon and Palmer .....	49.94	6	1	16,779	16,779	
Winchendon and Worcester .....	38.05	6	1	23,743	23,743	
Worcester and Norwich .....	59.72	6	1	37,365	37,365	
Worcester and Providence .....	44.14	12	2	55,086	27,543	To Jan. 12, 1889.

## SECOND DIVISION.

Addison and Galeton .....	46.56	6	1	29,053	29,053	
Albany and Binghamton .....	143.21	6	4	133,043	33,266	1 helper Albany to Maryland and return, 70 miles.
Albany, Kingston, and New York .....	146.23	12	4	182,496	45,624	
Allentown and Harrisburg .....	91.84	12	3	114,616	38,205	
Allentown and Pawling .....	44.18	6	1	27,568	27,568	
Auburn and Freeville .....	39.41	6	1	24,592	24,592	
Auburn and Harrisburg .....	59.84	6	1	36,340	36,340	
Babylon and New York .....	37.38	6	1	36,941	36,941	Short run Sag Harbor and New York R. P. O.; clerk alternates with Sag Harbor and New York R. P. O.

Statement of miles traveled by railway postal clerks, etc.—Continued.

## SECOND DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerk.	Average annual distance traveled by clerk.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Batavia and Buffalo.....	47.39	6	1	29,581	29,581	
Bellwood and Punxsutawney.....	58.30	6	1	36,379	36,379	
Belvidere and Philadelphia.....	102.54	6	1	63,984	63,984	
Bennington and Chatham.....	57.79	6	1	36,061	36,061	
Berlin and Salisbury.....	23.86	6	1	14,889	14,889	
Bethlehem and Philadelphia.....	57.60	15	3	107,527	35,842	Triple service daily outward and double inward.
Binghamton and New York.....	208.70	6	6	260,458	43,409	
Boston Corners and Pough- keepsie.....	38.06	6	1	23,749	23,749	
Bound Brook and Philadelphia.....	50.96	6	1	37,415	37,415	
Branch Junction and Pitts- burgh.....	70.86	6	1	44,217	44,217	
Branchville and Waterloo.....	22.08	12	1	21,651	21,651	6 of these trips are between New- ton and Waterloo.
Brewster and New York.....	62.19	12	2	77,614	38,807	
Buffalo and Bradford.....	79.17	6	1	49,404	49,404	
Buffalo and Emporium.....	121.55	6	2	75,847	37,923	Larabee and Clermont clerk runs as helper between Larabee and Buffalo.
Buffalo and Jamestown.....	68.79	6	1	42,925	42,925	
Buffalo and Pittsburgh.....	273.10	6	6	262,782	42,133	2 helpers Pittsburgh to Oil City, 130 miles.
Butler and Freeport.....	21.46	12	1	26,782	26,782	
Canandaigua and Batavia.....	50.17	6	1	31,806	31,806	
Canandaigua and Elmira.....	69.17	6	1	30,770	30,770	Clerk alternates with Elmira and Williamsport.
Canastota and Elmira.....	118.76	6	2	74,106	37,052	
Cape Charles and Norfolk.....	58.00	7	1	27,740	27,740	Steam-boat service.
Carbondale and Scranton.....	17.46	18	1	32,685	32,685	
Carlisle and Gettysburgh.....	32.34	6	1	20,180	20,180	
Cayuga and Ithaca.....	39.11	6	1	24,405	24,405	
Chambersburgh and Richmond Furnace.....	31.35	6	1	19,562	19,562	
Chatham and New York.....	130.44	12	5	162,790	32,558	
Clayton and Chestertown.....	32.71	6	1	19,411	19,411	
Clayton and Easton.....	44.52	6	1	27,780	27,780	
Columbia and Perryville.....	43.88	6	1	27,381	27,381	
Curwensville and Tyrone.....	47.45	6	1	29,619	29,619	
Danville and Buffalo.....	95.98	6	1	59,892	59,892	Clerk alternates with Rochester and Olean R. P. O.
Downingtown and New Holland Driftwood and Red Bank Fur- nace.....	28.28 109.98	6 6	1 2	17,647 68,628	17,647 34,314	
Dunkirk and Titusville.....	91.41	6	2	80,090	40,045	Clerk alternates with Larabee and Clermont R. P. O. on the Buffalo and Emporium R. P. O. as helper between Buffalo and Clermont.
Easton and Hazleton.....	69.18	18	5	153,304	30,688	1 helper Easton to Mauch Chunk and return; 6 of these trips Easton to Mauch Chunk, 45.50 miles.
Echo and Long Island City.....	56.75	12	1	48,657	48,657	6 of these trips Echo to Jamaica; 6 of these trips Echo to West- bury.
Edmeston and Sidney.....	32.16	6	1	20,068	20,068	
Elmira and Blossburgh.....	52.41	6	1	32,704	32,704	
Elmira and Wilkes Barre.....	124.13	6	2	77,457	38,728	Short run New York and El- mira R. P. O.
Elmira and Williamsport.....	79.13	6	2	61,776	30,888	Clerk alternates with Canan- daigua and Elmira R. P. O.
Erie and Pittsburgh.....	148.00	6	4	184,704	46,176	
Geneva and Watkins.....	43.50	6	2	27,244	27,244	Steam-boat service.
Geneva and Williamsport.....	172.29	6	3	107,509	35,836	
Georgetown and Franklin City.....	56.26	6	1	35,106	35,106	
Glyndon and Gettysburgh.....	51.42	12	2	64,192	32,096	
Greenport and New York.....	98.60	12	4	123,842	41,286	1 of these clerks performs no service on the road, but carries registers from New York post- office to Long Island City; also works in lobby New York post- office.

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## SECOND DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Greenville and Butler.....	58.87	6	1	36,735	36,735	
Greenwood Lake and New York.....	45.63	6	1	28,473	28,473	
Greycourt and Belvidere .....	63.36	6	1	39,537	39,537	
Harrington and Lewes .....	40.79	6	1	25,453	25,453	
Harrisburg and Baltimore.....	86.22	6	2	53,801	26,945	Short run Williamsport and Baltimore R. P. O.
Harrisburg and Martinsburgh.....	94.79	12	4	166,466	42,366	1 helper Harrisburg and Shippensburg, 41 miles; 2 round trips.
Haverstraw and New York.....	43.41	6	1	27,088	27,088	
Hazleton and Sunbury.....	52.61	6	1	32,829	32,829	
Hightstown and Philadelphia.....	52.17	6	1	32,474	32,474	
Hornellsville and Buffalo.....	92.61	6	2	57,889	28,994	
Huntingdon and Cumberland.....	90.69	6	2	56,591	28,295	
Indiana and Branch Junction.....	19.20	12	1	23,962	23,962	
Ithaca and Owego.....	35.00	6	1	21,840	21,840	
Jameson City and Bloomsburgh.....	30.42	6	1	18,981	18,981	
Johnstown and Rockwood.....	45.71	6	1	28,523	28,523	
Kane and Callery.....	126.87	6	2	79,166	39,583	
Kays and Stroudsburg.....	47.90	6	1	29,890	29,890	
Kingston and Goshen.....	44.26	6	1	27,618	27,618	
Lancaster and Frederick.....	81.67	6	2	50,962	25,481	
Lancaster and Harrisburg.....	40.87	6	1	25,502	25,502	
Lawrenceville and Harrison Valley.....	32.42	6	1	20,230	20,230	
Larabee and Clermont.....	22.16	6	1	46,090	46,090	Clerk alternates with Dunkirk and Titusville R. P. O. as helper, Buffalo to Larabee, 88 miles.
Lock Haven and Harrisburg.....	118.63	12	6	296,100	49,350	
Lock Haven and Tyre.....	60.46	6	1	37,727	37,727	
Lyons and Sayre.....	92.22	6	2	57,545	28,772	
Meadville and Oil City.....	36.62	6	1	22,850	22,850	
Middletown and New York.....	59.78	6	1	42,015	42,015	Relieved by Port Jervis and New York R. P. O. every fourth week.
Millerton and Dutchess Junction.....	57.97	6	1	36,173	36,173	
Monmouth Junction and Ma-naquan.....	33.18	6	1	20,704	20,704	
Montandon and Bellefonte.....	69.27	6	1	43,224	43,224	
Montrose and Tankhannock.....	29.16	6	1	18,196	18,196	
Mount Carmel and Sunbury.....	27.47	6	1	17,141	17,141	
New York and Dunkirk: East division.....	332.63	13	32	1,529,937	47,810	4 helpers between Hornellsville and Binghamton, and 4 helpers Hornellsville and Susquehanna.
West division.....	128.75	7	6	282,579	47,096	
New York and Elmira.....	303.58	6	5	232,323	46,464	1 helper.
New York and Hackettstown.....	62.79	6	1	26,112	26,112	Short run New York, Dover, and Easton R. P. O. relieved every third week by New York, Dover, and Easton R. P. O.
New York and Philadelphia.....	91.82	12	3	114,562	38,197	
New York and Pittsburgh.....	443.20	30	140	7,438,130	53,129	
New York and Point Pleasant.....	60.64	18	4	154,077	38,519	
New York and St. George.....	5.90	24	1	14,728	14,728	1 helper 130 miles daily.
New York and Washington: East mail.....	227.85	6	21	798,092	38,043	5 helpers.
Day line.....		6	12	464,519	38,709	
Night mail.....		7	26	341,841	40,078	6 helpers.
New York, Dover, and Easton.....	86.87	6	2	67,274	33,637	1 clerk relieves New York and Hackettstown every third week.
New York, Somerville, and Easton.....	75.09	12	3	93,712	31,237	
Nineveh and Carbondale.....	57.56	6	1	35,917	35,917	
Nordmont and Hartley Hall.....	27.16	6	1	16,948	16,948	
North Creek and Saratoga.....	58.25	6	1	36,348	36,348	



Statement of miles traveled by railway postal clerks, etc.—Continued.

## SECOND DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
North Fair Haven and Sayre.....	118.11	12	3	127,827	42,009	6 of these trips are between Auburn and Sayre, 86.74 miles.
Northville and Fonda.....	26.79	12	1	39,434	38,434	2 helpers.
Norwood and Rome.....	146.92	6	4	183,356	45,839	
Nyack and New York.....	30.35	12	1	37,876	37,876	1 helper between Utica and Remsen, 66 miles. Clerk alternates with Watertown and Utica.
Ogdensburgh and Utica.....	134.78	6	3	136,872	45,612	Short run Buffalo and Pittsburgh R. P. O.
Oil City and Pittsburgh.....	132.60	6	2	82,748	41,374	
Oneida and New York.....	270.33	6	4	168,686	42,171	
Oswego and Binghamton.....	115.30	15	4	156,116	39,029	
Oswego and Oneida.....	58.33	6	1	36,398	36,398	
Oswego and Suspension Bridge.....	151.10	6	2	94,343	47,171	Short run Richland and Niagara Falls R. P. O.
Peninsular Junction and Cape Charles.....	73.51	6	1	45,870	45,870	
Penn Haven and Mount Carmel.....	51.78	6	1	32,311	32,311	
Philadelphia and Atlantic City.....	60.76	12	2	75,828	37,914	
Philadelphia and Baltimore.....	98.04	6	2	60,177	30,088	
Philadelphia and Cape May.....	83.60	12	2	104,332	52,166	1 helper between Philadelphia and Clayton.
Philadelphia and Crisfield.....	162.92	6	4	140,974	35,243	Short run Philadelphia and Crisfield R. P. O.
Philadelphia and Dover.....	75.22	6	1	46,937	46,937	
Philadelphia and Harrisburg.....	106.55	12	6	199,461	33,243	
Philadelphia and Port Deposit.....	68.80	12	3	85,862	42,931	
Philadelphia and Port Norris.....	59.16	12	2	61,689	30,844	Six of these trips between Philadelphia and Bridgeton only.
Philadelphia and West Chester.....	28.50	12	1	35,568	35,568	
Philadelphia, Aiken, and Baltimore.....	96.00	6	2	59,904	29,952	
Pittsburgh and Fairchance.....	75.84	6	1	47,334	47,334	
Pittsburgh and New Haven.....	60.12	6	1	37,515	37,512	
Pittsburgh and Washington.....	31.62	12	1	39,482	39,482	
Pittsburgh and West Brownsville.....	54.84	6	1	33,908	33,908	
Pittsburgh and Wheeling.....	72.08	6	1	44,978	44,978	
Plattsburgh and Saranac Lake.....	72.82	6	1	45,460	45,460	
Port Jervis and New York.....	87.77	12	3	124,168	41,389	Short run New York and Dunkirk R. P. O. One clerk relieves Middletown and New York clerk every fourth week.
Portland and Nazareth.....	26.64	6	1	16,623	16,623	
Pottsville and Philadelphia.....	94.13	18	5	234,948	46,989	1 helper.
Pottsville, Tamaqua, and Herndon.....	78.74	12	2	84,128	42,064	6 of these trips are between Pottsville and Shamokin, 57.64 miles.
Reading and Quarryville.....	57.50	6	1	35,880	35,880	
Reading and Wilmington.....	74.07	6	1	46,220	46,220	
Red Bank and Bridgeton.....	95.20	6	1	59,405	59,405	
Richland and Niagara Falls.....	181.40	6	8	113,194	37,731	
Richland and Syracuse.....	42.33	6	1	28,414	28,414	
Ridgeway and Erie.....	119.48	6	2	74,552	37,276	Short run Williamsport and Erie R. P. O.
Rochester and Elmira.....	112.50	6	2	70,200	35,100	
Rochester and Olean.....	108.23	6	2	67,535	33,867	Clerk alternates with Dansville and Buffalo clerk.
Rochester and Pannautawney.....	230.98	6	4	144,132	36,033	
Rochester and Suspension Bridge.....	74.80	12	3	93,442	31,147	
Rockaway and High Bridge.....	30.57	6	1	19,076	19,076	
Rondout and Stamford.....	74.36	12	3	103,097	34,365	
Rouse's Point and Albany.....						
Rouse's Point Division.....	113.90	6	2	71,074	35,537	Between Rouse's Point and Whitehall.
Rutland Division.....	101.55	6	4	126,634	31,658	Between Albany, N. Y., and Rutland, Vt.

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## SECOND DIVISION—Continued.

Railway post-offices.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Rutland and Troy .....	85.84	6	2	53,574	26,787	
Sag Harbor and New York ..	100.75	12	4	146,328	33,838	
Saint Albans and Ogdensburg	143.15	6	2	139,866	69,933	
Salamanca and Oil City .....	97.69	6	2	60,959	30,428	
Salamanca and Youngstown ..	158.58	6	6	197,908	32,910	
Seranton and Northumberland	80.48	12	3	100,440	33,480	
Seaford and Cambridge .....	33.64	6	1	20,901	20,991	
Slatington and Reading .....	43.63	6	1	27,225	27,225	
Sodus Point and Stanley .....	34.03	6	1	21,235	21,235	
South Amboy and Philadelphia.	62.92	12	2	78,524	39,362	
State Line and Rhinecliff .....	42.53	6	1	26,539	26,539	
Stoneboro and New Castle .....	35.29	6	1	22,021	22,021	
Sunbury and Lewistown .....	51.12	6	1	31,899	31,899	
Suspension Bridge and Buffalo.	24.35	12	1	30,388	30,388	
Syracuse and Earlville .....	43.66	6	1	27,244	27,244	
Syracuse, Auburn, and Roches- ter .....	104.71	6	6	130,078	21,779	
Thomaston and Long Island City .....	14.28	18	1	1,285	1,285	Service performed by acting clerk additional.
Ticonderoga and Lake George	46.00	6	1	8,880	8,880	Service performed by acting clerk additional steamboat service. (Summer season only.)
Towanda and Bernice .....	36.72	6	1	19,169	19,169	
Tower City and Lebanon .....	42.26	6	1	26,380	26,380	
Townsend and Centerville .....	35.21	6	1	21,971	21,971	
Utica and Binghamton .....	95.79	6	2	62,944	31,471	Clerk alternates with Utica and Randallville.
Utica and Randallville .....	31.47	12	1	31,482	31,482	Clerk alternates with Utica and Binghamton. 6 of these trips are between Utica and Bouck- ville, 24.17 miles.
Watertown and Utica .....	91.93	6	1	45,254	45,254	Short run of Ogdensburg and Utica R. P. O. Clerk alternates with Ogdensburg and Utica.
Wellsville and Bradford .....	56.65	6	1	35,350	35,350	
Whiting and Tuckerton .....	29.48	12	1	36,592	26,592	
Wilkes Barre and Pottsville ..	81.31	6	1	50,731	50,731	
Williamsport and Baltimore ..	179.83	6	13	509,816	38,121	1 helper Harrisburg and Will- iamsport.
Williamsport and Erie .....	249.68	6	4	155,800	38,950	
Williamsport and Gazzam .....	127.84	6	2	79,460	39,730	
Williamsport and Port Clinton	124.77	6	2	75,984	37,992	
Wilmington and Landenburgh	26.38	6	1	12,717	12,717	
York and Peach Bottom .....	40.67	6	1	25,378	25,378	

## THIRD DIVISION.

Annapolis and Annapolis Junc- tion.	21.09	6	1	13,160	13,160	
Asheville and Jarrett's .....	101.33	6	2	63,230	31,615	
Baltimore and Benedict .....	123.00	2	1	25,584	25,584	
Baltimore and Crisfield .....	238.50	6	3	148,824	49,608	
Baltimore and Fitchetts .....	188.00	2	1	39,104	39,104	
Baltimore and Fredericksburgh	293.50	2	2	61,048	30,524	
Baltimore and Grafton .....	294.86	21	34	1,806,664	53,137	2 helpers between Baltimore, Md., and Martinsburgh, W. Va., 116 miles.
Baltimore and Lexington .....	258.22	6	5	239,716	47,943	1 helper Harper's Ferry, W. Va., to Staunton, Va., 126 miles.
Baltimore and Martinsburgh ..	101.32	6	2	63,224	31,612	
Baltimore and Norfolk .....	200.00	6	2	124,800	62,400	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## THIRD DIVISION—Continued.

Railway post office.	Distance from reg- isters to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Baltimore and Roanoke.....	326.93	7	8	338,187	42,273	2 helpers Baltimore, Md., to Bentonville, Va., 159.50 miles.
Baltimore and Salisbury.....	196.00	6	2	122,304	61,152	
Baltimore and Washington....	43.37	6	1	27,083	27,083	
Baltimore and Williamsport....	94.12	6	2	58,731	29,365	
Baltimore and Winchester....	114.48	6	1	71,430	46,624	One-third of this service per- formed by clerks in the Balti- more and Martinsburgh R. P. O.
Bowie and Pope's Creek.....	49.14	6	1	30,663	30,663	
Boykins and Lewiston.....	35.45	6	1	22,121	22,121	
Bristol and Chattanooga.....	242.37	14	16	707,720	44,232	
Bristol and Clinchport.....	43.84	6	1	27,356	27,356	
Clarksburgh and Weston.....	26.05	6	1	16,255	16,255	
Cranberry and Johnson City...	34.11	6	1	21,285	21,285	
Cumberland and Davis.....	85.10	6	1	53,102	53,102	
Cumberland and Piedmont....	33.73	12	1	42,095	42,095	
Cumberland and Pittsburgh...	150.73	13	7	234,145	33,449	Helper Pittsburgh to Connells- ville, 57.80 miles, running five round trips per week.
Danville and Stuart.....	76.16	6	1	47,524	47,524	
Delta and Baltimore.....	47.83	12	2	59,692	29,846	
Elba and Rocky Mount.....	37.26	6	1	23,250	23,250	
Fredericksburgh and Orange Court-House.....	38.92	6	1	24,286	24,286	
Franklin and Edenton.....	108.00	3	1	33,696	33,696	
Goldsbrough and Greens- borough.....	130.01	7	2	94,907	47,453	
Goldsbrough and Morehead City.....	94.93	6	2	59,236	29,618	
Grafton and Belington.....	41.84	6	1	26,108	26,108	
Grafton and Parkersburgh.....	104.54	6	2	65,233	32,616	
Grafton and Wheeling.....	99.44	7	2	72,591	36,295	
Greensborough and Winston...	29.10	13	1	39,401	39,401	
Hagerstown and Waverton....	24.52	12	1	30,601	30,601	
Keyville and Raleigh.....	114.69	7	2	83,724	41,862	
Knoxville and Maryville.....	17.78	6	1	11,095	11,095	
Lynchburgh and Bristol.....	204.48	14	12	447,810	37,067	
Lynchburgh and Pocahontas...	171.95	6	3	107,297	35,765	
Morgantown and Fairmont....	25.88	6	1	16,149	16,149	
Mount Airy and Bennettsville...	224.84	6	4	140,300	35,075	
Norfolk and Bedford.....	77.95	6	2	48,641	24,320	
Norfolk and Edenton.....	75.25	6	2	46,956	23,478	
Norfolk and Lynchburgh.....	205.22	7	4	149,811	37,452	
Norfolk, Newport News, and Richmond.....	91.32	7	2	66,064	33,332	
Norfolk and Raleigh.....	179.02	6	3	111,708	37,236	
Norfolk and Richmond.....	150.00	3	1	46,800	46,800	
Palaski City and Ivanhoe Fur- nace.....	32.24	6	1	20,108	20,108	
Raleigh and Gibson's Station...	108.80	6	2	67,891	33,945	
Richmond and Danville.....	141.08	7	3	102,988	34,329	
Richmond and Huntington....	420.62	7	6	307,053	51,175	
Short run.....	193.31	7	4	141,110	35,279	
Richmond, Lynchburgh, and Clifton Forge.....	230.55	6	4	143,863	35,965	
Rogersville and Bull's Gap....	16.27	6	1	10,152	10,152	
Salisbury and Knoxville.....	273.73	7	5	236,015	47,203	Helper Salisbury to Hickory, 58 miles.
Stafford and Woodfay.....	41.87	6	1	26,127	26,127	
Taylorsville and Charlotte....	65.69	6	1	40,991	40,991	
Washington and Charlotte:						
Day line, trains 56 and 53...	382.04	7	18	836,067	46,481	
Night line, trains 51 and 52...		7	22	1,002,260	45,557	4 helpers Washington, D. C., to Charlottesville, Va., 113.42 miles.
Short run, trains 58 and 59...	174.48	7	6	127,370	31,842	
Washington and Huntington....	436.63	7	6	308,740	51,456	
Washington and Round Hill...	53.35	6	1	33,290	33,290	
Washington and Strasburgh...	93.55	6	2	58,375	29,187	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## THIRD DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks
	Miles.			Miles.	Miles.	
Washington and Wilmington: Trains 23 and 78 .....	362.38	7	14	699,791	49,985	4 helpers Washington, D. C., to Richmond, Va., 116.93 miles.
Trains 27 and 14 .....		7	15	739,380	49,292	2 helpers Washington, D. C., to Petersburgh, Va., 140.32 miles; 2 Washington, D. C., to Rich- mond, Va., 116.93 miles, and 1 Washington, D. C., to Freder- icksburgh, Va., 54.14 miles.
Short run, train 15 .....	116.93	6	4	145,028	38,482	Clerks return on train 14.
West Point and Richmond .....	39.07	6	1	24,380	34,380	
Wheeling and Huntington .....	215.92	6	7	242,062	34,580	3 helpers Wheeling to Point Pleasant, 172 miles.
Wilmington and Rutherfordton .....	268.70	6	4	167,669	41,917	
Williamston and Rocky Mount .....	50.46	6	1	36,836	36,836	
Wilson and Fayetteville .....	74.44	6	1	46,451	46,451	

## FOURTH DIVISION.

Abberville and Louvale .....	110.08	6	2	68,688	34,344	
Aberdeen and Durrant .....	108.63	7	2	79,290	39,649	
Albany and Thomasville .....	58.92	7	1	43,012	43,012	
Anderson and McCormick .....	59.46	6	1	37,103	37,103	
Arkansas City and Vicksburg .....	171.74	3	2	62,407	31,203	River service, clerks between Greenville and Vicksburg.
Astor and Leesburgh .....	40.60	6	1	25,344	25,344	
Athens and Macon .....	106.77	6	2	66,646	33,323	
Athens and Union Point .....	40.48	6	1	25,259	25,259	
Atlanta and Artesia:						
Eastern division .....	167.88	7	3	122,552	40,850	Atlanta to Birmingham.
Western division .....	139.44	7	2	101,791	50,895	Birmingham to Artesia.
Atlanta and Fort Valley .....	105.14	6	2	65,607	32,803	
Atlanta and Brunswick .....	278.37	14	8	406,049	50,756	
Atlanta and Montgomery .....	173.33	14	10	506,122	50,612	
Atlanta and Waycross:						
Northern division .....	210.34	14	9	460,734	51,192	Atlanta to Albany.
Southern division .....	112.32	7	2	81,993	40,996	Albany to Waycross.
Attalla and Anniston .....	35.99	6	1	22,457	22,457	
Augusta and Atlanta .....	171.59	14	6	250,517	41,753	
Augusta and Millen .....	55.45	6	1	34,600	34,600	
Augusta and Port Royal .....	112.99	7	2	82,482	41,241	
Augusta and Sandersville .....	81.41	6	1	50,800	50,800	
Bayou Sara and Baton Rouge .....	32.00	3	1	20,096	20,096	River service.
Birmingham and Memphis .....	251.60	7	4	183,668	45,917	
Brunswick and Waycross .....	60.27	6	1	37,608	37,608	
Cairo and Mobile:						
Northern division .....	262.72	7	8	383,570	47,046	Cairo, Ill., to West Point, Miss.
Southern division .....	233.15	7	4	170,199	42,549	West Point, Miss., to Mobile, Ala.
Helpers southern division .....	144.00	7	2	105,120	52,560	Tupelo to Meridian, Miss.
Cairo and New Orleans:						
Northern division, trains 3 and 4 .....	368.46	7	12	537,951	44,829	Cairo, Ill., to Jackson, Miss.
Northern division, trains 1 and 2 .....	368.46	7	10	537,951	53,791	
Southern division .....	184.12	14	6	208,815	47,204	Jackson, Miss., to New Orleans.
Caniak and Macon .....	78.59	12	2	88,080	49,040	
Cartersville and Talladega .....	144.00	6	2	89,856	44,928	
Charleston and Augusta .....	139.22	7	2	101,631	50,815	
Short run .....	75.14	6	1	47,186	47,186	Branchville, S. C., to Augusta.
Charlotte and Atlanta .....	268.24	14	16	783,260	48,054	
Day line helpers .....	201.00	6	2	125,424	62,712	Atlanta, Ga., to Cowpens.
Night line helpers .....	234.00	6	2	146,016	73,008	Atlanta, Ga., to Kings Mountain.
Charlotte and Augusta .....	192.00	7	3	140,100	46,720	
Chattanooga and Atlanta:						
First and second clerks .....	138.34	21	14	605,930	43,280	
Third clerks .....		14	5	201,977	40,395	
Chattanooga and Carrollton .....	138.00	7	2	100,740	50,370	
Chattanooga and Meridian .....	295.60	14	12	647,364	53,947	

Statement of miles traveled by railway postal clerks, etc.—Continued.

## FOURTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Chattanooga, Rome, and Atlanta	153.49	7	2	112,047	56,023	
Cleveland and Selma	263.92	7	4	192,661	48,165	
Columbia and Charleston	132.77	7	2	96,922	48,461	
Short run	69.03	7	1	50,391	50,391	
Columbia, Sumter, and Charleston.	138.00	7	2	99,280	49,640	
Demopolis and Mobile	240.00	1	1	24,960	24,960	River service.
DuPont and Gainesville	119.31	7	2	87,096	48,548	
Matonton and Gordon	38.48	6	1	24,013	24,013	
Elloroe and Fagnalls	35.53	12	1	44,341	44,341	
Enfauia and Ozark	59.51	6	1	43,442	43,442	
Pasadena and Vicksburg	209.00	1	1	21,806	21,806	Do.
Fernandina and Orlando	211.55	7	4	154,431	38,608	
Flomaton and Pensacola	43.43	6	1	27,100	27,100	
Florence and Augusta	164.37	7	3	119,990	39,997	
Gainesville and Social Circle	52.29	6	1	32,630	32,630	
Greenville and Columbia	144.33	6	3	90,564	30,188	
Greenville and Columbus	50.78	6	1	31,686	31,686	
Greenville and Laurens	37.48	6	1	23,887	23,887	
Greenville and Walhalla	70.16	6	1	43,780	43,780	
Greenwood and Jackson	100.46	6	2	62,987	31,343	
Greenwood and Vicksburg	242.00	1	1	25,248	25,248	Do.
Griffin and Carrollton	60.37	6	1	37,670	37,670	
Griffin and Columbus	80.50	6	1	50,232	50,232	
Hot Springs and Columbia	201.00	7	3	146,730	48,910	
Jackson and Natchez	99.54	6	2	62,112	31,056	
Jacksonville and Pensacola:						
Eastern division	207.50	7	4	151,475	37,868	Jacksonville to Chattahoochee.
Western division	161.20	7	3	117,676	39,225	Chattahoochee to Pensacola.
Jacksonville and Tampa	240.71	7	6	253,895	42,316	13 trips per week between Jacksonville and Sanford.
Helper	167.04	7	2	107,339	53,664	Jacksonville and Orlando.
Laurens and Columbus	77.20	6	1	49,420	49,420	
Leland and Glen Allen	41.70	6	1	26,020	26,020	
Lenoir and Lancaster	138.25	6	3	86,268	28,756	
Lula and Athens	38.58	6	1	24,227	24,227	
Macon and Birmingham	258.18	7	4	188,434	47,108	
Macon and Savannah	192.14	7	3	140,459	46,819	
Macon and Troy	185.77	6	3	115,820	38,640	
Macon and Valdosta	153.40	6	2	95,721	47,860	
Melbourne and Jupiter	86.00	3	1	27,004	27,004	River service.
Memphis and Arkansas City	252.52	2	1	52,520	52,520	Do.
Memphis and Friars Point	111.00	8	1	34,854	34,854	Do.
Memphis and Grenada	101.60	7	2	74,168	37,084	
Memphis and New Orleans:						
Northern division	221.46	7	4	161,663	40,416	Memphis and Vicksburg.
Southern division	235.06	7	4	171,593	42,898	Vicksburg and New Orleans.
Short run	88.80	6	1	55,766	55,766	Baton Rouge and New Orleans.
Meridian and New Orleans	196.30	7	3	143,299	47,433	
Meridian and Shreveport	312.56	7	6	228,168	38,028	
Middleton and Pontotoc	62.68	6	1	39,112	39,112	
Montgomery and Akron	113.63	7	2	82,949	41,474	
Montgomery and Luverne	51.69	6	1	32,254	32,254	
Montgomery and New Orleans	321.85	14	16	939,802	58,737	
Murphy and Marietta	110.00	6	2	68,640	34,320	
Natchez and Bayou Sara	110.00	3	1	34,540	34,540	River service.
Ocala and Homosassa	48.98	6	1	30,563	30,563	
Palatka and Drayton Island	40.00	6	1	24,960	24,960	Do.
Palatka and Punta Gorda:						
North division	192.25	6	3	119,964	39,988	Palatka and Bartow.
South division	75.40	6	1	47,049	47,049	Bartow and Punta Gorda.
Rossmore and Opelika	39.38	6	1	24,573	24,573	
Rome and Attalla	63.70	6	1	39,748	39,748	
Rome and Gadsden	155.00	2	1	32,240	32,240	River service.
Rutherfordton and Kingsville	188.73	6	3	137,772	45,924	
Sanford and St. Petersburg	153.28	6	3	95,646	31,882	
Selma, Jackson, and Mobile	163.22	6	2	119,150	59,575	
Selma and Meridian	110.76	7	2	80,854	40,427	
Selma and Mobile	368.00	2	2	64,011	32,032	Do.
Selma and Pine Apple	46.40	6	1	28,953	28,953	
Sheffield and Jasper	87.70	6	1	54,724	54,724	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## FOURTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Smithville and Blakely.....	73.54	6	1	45,890	45,890	River service.
Smithville and Montgomery....	141.00	7	4	205,860	51,465	
Spartanburg and Augusta.....	134.21	7	2	97,973	48,986	
Tennile and Dublin.....	36.00	6	1	22,464	22,464	
Titusville and Melbourne.....	43.00	6	1	26,832	26,832	Do.
Titusville and Sandford.....	47.75	6	1	29,796	29,796	
Toccoa and Elberton.....	50.62	6	1	31,586	31,586	Do.
Vicksburg and Natchez.....	100.00	3	1	31,200	31,200	
Wadesborough and Sumter....	105.43	6	2	68,788	32,894	
Waldo and Cedar Keys.....	71.00	6	1	44,804	44,804	
Waycross and Chattahoochee..	164.21	7	3	119,873	39,957	" West India mail," Wilmington to Jacksonville. Wilmington to Charleston. Charleston to Jacksonville. Savannah to Jacksonville.
Wildwood and Plant City.....	65.80	6	1	41,592	41,592	
Wilmington and Jacksonville trains 14 and 27.....	494.14	7	24	1,442,888	60,120	
North division.....	142.36	7	3	155,884	51,961	
South division.....	144.40	7	4	210,824	62,706	
Helpers south division.....	171.05	7	3	124,866	41,622	

## FIFTH DIVISION.

Addison, Mich., and Franklin, Ohio.....	188.30	6	2	117,181	58,590	Bryan and Carlisle R. P. O., 147.51 miles, extended to Ad- dison, Mich., increasing dis- tance 41.32 miles, July 9, 1883. January 14, 1889, extended to Franklin, Ohio, increasing dis- tance 1.89 miles.
Anderson and Ladoga, Ind. ....	65.01	6	1	40,566	40,566	Clerk makes two round trips daily, except Sunday.
Ashland and Richardson, Ky. ....	50.38	6	1	31,437	31,437	
Ashtabula, Ohio, and New Castle, Pa. ....	81.26	6	2	50,706	25,353	
Bedford and Switz City, Ind. ....	41.52	6	1	25,908	25,908	
Bayard and New Philadelphia, Ohio.....	32.31	12	1	40,322	40,322	4 additional clerks appointed for night line, not yet established. Clerks make two round trips daily, except Sunday.
Bellaire and Zanesville, Ohio. ....	112.48	6	2	70,188	35,094	
Benton Harbor, Mich., and An- derson, Ind. ....	164.95	6	2	102,929	51,465	
Bowling Green, Ky., and Mem- phis, Tenn. ....	263.60	7	12	384,856	48,107	
Cambridge City and Madison, Ind. ....	108.81	12	3	135,795	45,265	2 additional clerks, appointed for night line not yet estab- lished.
Canton and Sherodsville, Ohio. ....	48.44	6	1	30,227	30,227	
Carey and Delphos, Ohio. ....	56.85	6	1	35,350	35,350	
Chattanooga and Memphis, Tenn. ....	310.75	7	7	226,848	45,370	
Chicago, Ill., and Cincinnati, Ohio.....						Previous to Sunday, May 12, 1889, day line daily, except Sunday. Commencing that date, daily.
Day line.....	307.16	7	16	786,328	49,145	
Night line.....		7	24	1,345,368	56,057	
Chicago, Ill., and Louisville, Ky. ....						
Day line.....	324.56	6	8	405,050	50,631	This is the short run of Chicago, Monon, and Cincinnati R. P. O. Short run of Cincinnati and Chattanooga R. P. O.
Night line.....		7	8	473,858	59,232	
Chicago, Ill., Monon, Ind., and Cincinnati, Ohio. ....	309.64	6	4	193,215	48,304	
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio. ....	300.24	6	4	187,350	46,838	
Cincinnati, Ohio, and Chatta- nooga, Tenn. ....						
Day line.....	340.39	7	8	496,070	62,121	
Night line.....		7	8	496,070	62,121	
Cincinnati, Hamilton, Ohio, and Indianapolis, Ind. ....	125.41	6	2	78,256	39,128	
Cincinnati, Ohio, and Junction City, Ky. ....	122.56	6	2	70,477	38,239	

Statement of miles traveled by railway postal clerks, etc.—Continued.

## FIFTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Cincinnati, Ohio, and Livingston, Ky.	155.91	6	3	97,288	82,429	
Cincinnati, Ohio, and Louisville, Ky.	111.41	6	2	72,862	36,431	This is the short run of Cincinnati and Nashville R. P. O.
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	181.96	6	2	82,348	41,171	
Cincinnati, Ohio, and Nashville, Tenn.:						
Day line .....	303.60	7	16	886,512	55,407	
Night line .....		7	12	684,884	55,407	
Cincinnati, Ohio, and Nashville, Tenn.		7	4	221,628	55,407	Trains Nos. 5 and 3.
Cincinnati, Ohio, and St. Louis, Mo.:						
Day line .....	341.54	7	16	997,296	62,331	
Night line .....		7	20	1,246,620	62,331	
Cleveland and Cincinnati, Ohio:						
Day line .....	244.66	7	10	446,504	44,651	2 helpers between Cleveland and Crestline, Ohio.
Night line .....		7	12	535,806	44,651	
Cleveland and Coshocton, Ohio.	115.54	6	2	72,097	36,048	
Cleveland, Hudson, and Columbus, Ohio.	171.19	6	3	106,823	35,608	
Cleveland, Ohio, and Indianapolis, Ind.	283.00	7	8	413,180	51,647	
Cleveland, Ohio, and Pittsburgh, Pa.:						
Trains Nos. 35 and 36 .....	149.30	6	3	93,163	31,054	
Trains Nos. 37 and 38 .....		6	3	93,163	31,054	3 helpers over whole line.
Trains Nos. 41 and 42 .....		7	6	217,840	36,330	
Cleveland and New Lisbon, Ohio.	91.76	6	2	57,258	28,629	
Cleveland and Bellaire, Ohio...	171.32	6	4	105,635	26,409	Cleveland and Wheeling R. P. O., extended to Bellaire, Ohio, March 21, 1889, increasing distance 2.36 miles.
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa.	136.76	14	5	199,670	39,934	Clerks make two round trips daily.
Cleveland and Zear Station, Ohio.	76.39	6	2	47,667	23,834	
Columbus, Ohio, and Ashland, Ky.	133.25	12	4	166,296	41,574	Clerks make two round trips daily, except Sunday.
Columbus and Athens, Ohio...	77.56	12	3	96,794	32,265	Clerks make two round trips daily, except Sunday.
Columbus, Ohio, and Charleston, W. Va.	198.03	6	3	123,571	41,190	
Columbus and Cincinnati, Ohio.	121.13	6	2	75,585	37,792	
Columbia and Fayetteville, Tenn.		6		15,863	15,863	On January 7, 1889, run of Decherd and Fayetteville R. P. O., was extended to Columbia, Tenn., taking up and discontinuing this R. P. O.
Columbus, Midland City, and Cincinnati, Ohio	117.85	12	3	147,076	49,025	Clerks make two round trips daily, except Sunday.
Corbin and Pineville, Ky. ....	31.11	6	1	16,551	16,551	R. P. O. service established August 24, 1888.
Crestline, Ohio, and Chicago, Ill.	280.14	6		349,614	43,702	Short run of Pittsburgh and Chicago R. P. O.
Dayton and Ironton, Ohio. ....	168.36	6	3	105,057	35,019	
Decherd and Columbia, Tenn.	88.92	6	2	39,727	19,863	
Delaware and Columbus, Ohio.	25.69	6	1	16,031	16,031	
Delphos and Dayton, Ohio. ....	96.36	6	2	60,129	30,064	
Dickson and Kimmins, Tenn.	47.16	6	1	28,255	28,255	Dickson and Etna R. P. O. extended January 21, 1889, to Kimmins, Tenn., increasing distance 3.35 miles.
Dodds and Cincinnati, Ohio...	36.92	6	1	23,038	23,038	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## FIFTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Dresden and Cincinnati, Ohio..	185.47	6	5	208,466	41,693	12 round trips between Trinway and Morrow, Ohio, distance 148.61 miles; six trips residue. Clerk makes extra trips on trains Nos. 81 and 82 between Jasper, Tenn., and Bridgeport, Ala., distance 12 miles.
Dunlap, Tenn., and Bridgeport, Ala.	50.45	6	1	31,481	31,481	River service.
Evansville, Ind., and Paducah, Ky.	150.41	6	2	93,856	46,928	
Evansville, Ind., and Providence, Ky.	72.09	6	1	44,984	44,984	
Fairland and Martinsville, Ind.	37.87	6	1	23,631	23,631	
Fort Branch and Mount Vernon, Ind.	38.82	6	1	24,224	24,224	
Fort Wayne, Ind., and Cincinnati, Ohio.	178.79	6	3	111,565	37,188	
Frankfort, Ind., and St. Louis, Mo.	216.16	6	4	153,604	38,401	
Georgetown and Cincinnati, Ohio.	47.86	12	2	56,762	28,381	August 7, 1888, service placed on trains Nos. 5 and 2 of this line. Clerks now make two round trips daily, except Sunday.
Grafton, W. Va., and Chicago, Ill.:						
Eastern division.....	200.46	7	8	292,672	36,584	
Western division.....	359.78	6	8	449,006	56,126	
Grafton, W. Va., and Cincinnati, Ohio.:						
Day line.....	300.37	7	12	657,810	54,817	
Night line.....		7	12	657,810	54,817	
Grand Rapids, Mich., and Cincinnati, Ohio.	309.06	6	4	192,853	48,213	
Greenup and Willard, Ky.....	35.51	6	1	22,158	22,158	
Hamden and Portsmouth, Ohio.	56.34	6	1	35,156	35,156	
Henderson and Princeton, Ky..	89.28	6	2	55,711	27,855	
Huntington, W. Va., and Cincinnati, Ohio.	162.11	7	2	62,715	31,358	October 22, 1888, R. P. O. service established between Ashland and Augusta, Ky., 100.94 miles. January 15, 1889, extended to Cincinnati, Ohio, increasing distance 44.29 miles.
Huntington, W. Va., and Cincinnati, Ohio.		7	3	16,211	5,404	February 18, 1889, service extended to Huntington, W. Va., commencing May 12, 1889, daily. Previous to that date, daily except Sunday.
Huntington, W. Va., and Louisville, Ky.	234.85	6	5	156,619	31,324	Night line service established May 12, 1889.
						Previous to November 27, 1888, this was the Huntington and Lexington R. P. O. On that date run of clerks was changed to end at Louisville, Ky., thereby discontinuing Lexington and Louisville R. P. O. On December 3, 1888, additional service placed on trains Nos. 17 and 22, between Lexington and Louisville, Ky.
Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo.	240.78	6	4	150,247	37,562	Short run of Pittsburgh and St. Louis R. P. O.
Indianapolis, Ind., and Decatur, Ill.	152.50	6	3	95,160	31,720	
Indianapolis, Ind., and Louisville, Ky.:						
Day line.....	111.19	7	3	121,752	40,584	1 helper between Indianapolis and Seymour, Ind.; 59.83 miles.
Night line.....		7	3	121,752	40,585	Do.
Indianapolis, Ind., and Peoria, Ill.:						
Day line.....	212.42	6	4	132,550	33,137	
Night line.....		7	8	310,134	38,767	



Statement of miles traveled by railway postal clerks, etc.—Continued.

## FIFTH DIVISION—Continued.

Railway post-office.	Distance from later to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Indianapolis and Terre Haute, Ind.	73.05	6	1	45,563	45,563	Short run of Pittsburgh and St. Louis R. P. O.
Indianapolis and Vincennes, Ind.	116.70	6	2	72,821	36,410	
Indianapolis, Ind., and St. Louis, Mo.	265.28	6	6	248,804	41,384	2 helpers between Indianapolis, Ind., and Mattoon, Ill., dis- tance 128.70 miles.
Keathley and Knoxville, Tenn.	51.94	6	1	16,517	16,517	
Killbuck and Trinway, Ohio...	34.11	6	1	21,285	21,285	
Leavittsburgh and Dayton, Ohio.	224.64	6	4	156,349	39,087	Leavittsburgh and Cincinnati R. P. O. curtailed to end at Day- ton, Ohio, December 15, 1888, decreasing distance 56 miles.
Lebanon and Greensburgh, Ky.	31.77	6	1	19,824	19,824	
Lebanon and Nashville, Tenn.	32.04	12	1	39,986	39,986	Clerk makes two round trips daily, except Sunday.
Logan and Nelsonville, Ohio...	32.96	6	1	20,567	20,567	
Lexington and Louisville, Ky.	.....	.....	.....	24,117	12,058	Huntington and Lexington R. P. O. extended to end at Louis- ville, Ky., November 27, 1888, thus dis- continuing this route.
Logansport, Ind., and Colum- bus, Ohio.	196.70	6	3	123,989	41,330	
Logan and Pomeroy, Ohio.....	82.83	6	2	72,725	32,856	Previous to November 27, 1888, clerks made two round trips daily, except Sunday.
Louisville and Burgin, Ky.....	90.14	6	2	62,856	26,428	R. P. O. service established be- tween Louisville and Harrods- burgh, Ky., July 16, 1888, dis- tance 84.80 miles; extended to Burgin, Ky., November 27, 1888, increasing distance 4.79 miles.
Louisville and Bloomfield, Ky.	58.14	6	1	36,279	36,279	
Louisville, Ky., and Evans- ville, Ind.	217.62	6	3	135,795	45,265	River service.
Louisville, Ky., Huntingburgh, and Evansville, Ind.	124.08	6	2	77,426	38,713	
Louisville, Ky., and Knoxville, Tenn.:	.....	.....	.....	.....	.....	
Night line.....	267.87	7	4	195,545	48,886	
Day line.....	.....	7	3	147,672	49,224	
Louisville and Henderson, Ky.	143.90	6	2	40,932	20,466	Louisville, Ky., to Jellico, Tenn., 202.29 miles.
Louisville and Paducah, Ky. ...	228.14	7	4	166,542	41,635	R. P. O. service established be- tween Louisville and Owens- borough, Ky., January 7, 1889, distance 112.81 miles; extended to Henderson, Ky., February 18, 1889, increasing distance 29.70 miles.
Louisville, Ky., and St. Louis, Mo.	268.61	7	4	196,085	49,021	
Louisville and Springfield, Ky.	60.74	6	1	37,902	37,902	
Marion, Ohio, and Chicago, Ill.	270.13	6	4	168,561	42,140	
Marietta and Sharpsburgh, Ohio.	34.94	6	1	21,803	21,803	
Mayesville, Paris, Ky., and Cin- cinnati, Ohio.	130.69	6	2	81,651	40,776	
Michigan City and Monon, Ind.	59.80	6	1	37,315	37,315	
Michigan City and Indian- apolis, Ind.	161.18	6	3	100,576	33,525	
Momence, Ill., and Brazil, Ind.:	130.70	6	2	86,132	43,066	La Crosse and Brazil R. P. O., changed run to end at Mo- mence, Ill., December 27, 1888, decreasing distance 25.00 miles.
Nashville and Chattanooga, Tenn.:	.....	.....	.....	.....	.....	
Trains Nos. 1 and 2.....	151.54	7	3	110,624	36,875	Daily.
Trains Nos. 5 and 6.....	.....	6	2	94,561	47,280	Daily, except Sunday.
Nashville, Tenn., and Hickman, Ky.	169.50	6	5	105,805	26,451	1 helper between Nashville and Union City, Tenn., 153.90 miles.

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## FIFTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Nashville, Tenn., and Mont- gomery, Ala.:						
Day line.....	306.13	7	8	446,950	55,869	
Night line.....		7	4	223,475	55,869	
Nashville, Tenn., and Sheffield, Ala.	133.07	6	2	83,050	41,518	
Nashville, Tenn., and Hopkins- ville, Ky.	71.76	6	1	44,778	44,778	Short run of Nashville and St. Louis R. P. O.
Nashville, Tenn., and St. Louis, Mo.:						
Day line.....	318.14	7	6	348,366	58,061	2 helpers between Nashville, Tenn., and Evansville, Ind. 154.20 miles.
Night line.....		7	8	404,484	58,060	
Newark and Shawnee, Ohio....	43.38	6	1	27,069	27,069	
New Castle and North Vernon, Ind.	69.89	6	1	43,611	43,611	
New Gallie, Pa., and New Lis- bon, Ohio.	25.17	6	1	15,706	15,706	
Owensborough and Russell- ville, Ky.	72.70	6	1	45,365	45,365	
Paducah, Ky., and Cairo, Ill....				15,970	15,970	River service.
Paducah, Ky., and Florence, Ala.	300.00	2	2	62,400	31,200	Do.
Paducah, Ky., and Memphis, Tenn.	168.18	7	3	122,771	40,924	
Painesville and Youngstown, Ohio.	60.68	6	1	37,864	37,864	
Parkersburgh, W. Va., and Cincinnati, Ohio.	196.49	6	4	122,010	30,653	Short run of Grafton and Cin- cinnati R. P. O.
Perryville and Memphis, Tenn.	136.75	6	2	52,912	26,456	
Phalanx Station (n. o.), and Bergholz, Ohio.	60.98	6	1	38,052	38,052	
Pittsburgh, Pa., and Akron, Ohio.	136.32	6	2	85,064	42,532	
Pittsburgh, Pa., and Chicago, Ill.	468.80	7	25	1,222,225	48,889	4 helpers over whole line.
Pittsburgh, Pa., and Crestline, Ohio.	189.30	6	6	177,186	29,531	
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va.	69.04	6	1	43,081	43,081	
Portsmouth and Cincinnati, Ohio.	108.17	6	2	67,498	33,749	
Do.....				25,862	12,931	River service; January 14, 1889, service discontinued.
Pittsburgh, Pa., and St. Louis, Mo.	621.78	14	125	7,092,125	56,737	
Princeton, Ky., and Clarksville, Tenn.	57.69	6	1	35,999	35,999	
Pittsburgh, Pa., and Cincinnati, Ohio:						
Day line.....	313.74	7	16	916,120	57,256	
Night line.....		7	16	916,120	57,256	
Richmond and Stanford, Ky....	35.32	6	1	22,040	22,040	
Sandusky and Columbus, Ohio.	170.67	6	4	55,027	25,757	
Sandusky, Ohio, and Wheeling, W. Va.	225.85	7	8	329,742	41,218	
Sandusky, Ohio, and Peoria, Ill.	418.36	6	7	260,135	43,356	4 clerks and 1 helper between Sandusky, Ohio, and La Fay- ette, Ind., helper running be- tween Sandusky and Celina Ohio; 2 clerks between La Fayette, Ind., and Peoria, Ill.
Scottsville, Ky., and Gallatin, Tenn.	36.00	6	1	22,464	22,464	
South Bend and Terre Haute, Ind.	184.00	6	3	114,816	38,272	
Sparta and Tullahoma, Tenn..	61.05	6	1	38,095	38,095	
Springfield, Ohio, and Indian- apolis, Ind.	139.52	6	3	102,289	34,096	
Springfield, Ohio, and Rich- mond, Ind.	77.43	6	1	48,316	48,316	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## FIFTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Springfield and Wellston, Ohio.	118.45	6	2	73,913	36,957	3 clerks running alternately on day and night trains.
Terre Haute and Evansville, Ind.	110.10	6	3	68,702	49,692	
Night line		7		80,373		
Terre Haute, Washington, and Evansville, Ind.	139.20	6	2	86,861	43,430	Toledo and Corning R. P. O. changed to end at Columbus, Ohio, decreasing distance 7.70 miles, August 27, 1888.
Toledo, Thurston, and Columbus, Ohio.	178.36	6	3	111,943	37,314	
Toledo and Cincinnati, Ohio:						
Day line	203.27	6	8	253,680	31,710	6 crews, 5 clerks to crew; 2 helpers running between Toledo, Ohio, and Attica, Ind.
Night line		7	8	296,774	39,097	
Toledo and Columbus, Ohio.	125.59	6	2	78,368	39,184	
Toledo and Findlay, Ohio	46.01	6	1	28,710	28,710	June 26, 1889, additional service placed on trains Nos. 71 and 72.
Toledo, Ohio, and Frankfort, Ind.	207.53	6	4	129,499	32,375	
Toledo, Ohio, and La Fayette, Ind.	204.69	6	4	127,727	31,932	
Toledo and Mansfield, Ohio	87.16	6	2	54,388	27,194	Clerks make two round trips daily, except Sunday.
Tracy City and Cowan, Tenn.	20.05	6	1	12,511	12,511	
Toledo and Marietta, Ohio	263.32	6	4	164,312	41,078	
Toledo, Ohio, and St. Louis, Mo.	437.44	7	32	1,703,104	53,222	Clerks make two round trips daily, except Sunday.
Union City, Ind., and Dayton, Ohio.	47.45	6	1	29,009	29,009	
Wellsville and Bellaire, Ohio	46.85	12	2	58,468	29,234	
Zanesville and Columbus, Ohio.	68.55	6	1	42,775	42,775	June 26, 1889, additional service placed on trains Nos. 71 and 72.
Zanesville and Marietta, Ohio.	74.69	12	2	47,141	46,544	

## SIXTH DIVISION.

Albert Lea and Burlington:						
Through run	253.14	6	8	315,918	39,489	Two helpers run 122,928 miles.
Short run, Cedar Falls to Burlington.	170.19	6	2	106,198	58,099	
Auburn and Lincoln	76.84	7	1	56,093	56,093	
Aurora and Arcadia	90.73	6	1	56,615	56,615	Two helpers run 122,928 miles.
Beardstown and Shawneetown	228.85	6	4	142,490	35,622	
Belle Plaine and Muchakinock	62.90	6	1	39,250	39,250	
Bellevue and Cascade	36.32	6	1	22,664	22,664	Two helpers run 122,928 miles.
Bement and Effingham	62.26	6	1	38,850	38,850	
Bethany Junction and Grant City.	44.28	6	1	27,631	27,631	
Bloomington and Roodhouse	110.75	6	2	69,108	34,554	Two helpers run 122,928 miles.
Bluffs and Hannibal	50.01	6	1	31,206	31,206	
Boone and Des Moines	48.30	6	1	27,019	27,019	
Bremer and Hampton	47.52	6	1	29,652	29,652	Two helpers run 122,928 miles.
Buda and Canton	64.49	6	1	40,242	40,242	
Bureau and Peoria	47.03	6	1	29,347	29,347	
Burlington and Carrollton	220.57	6	4	137,636	36,409	Two helpers run 122,928 miles.
Burlington and Council Bluffs:						
Trains 7 west and 2 and 4 east.	204.00	7	20	1,073,100	53,655	
Trains 5 west and 8 east.	294.00	7	12	643,860	53,655	Two helpers run 122,928 miles.
Burlington and Oskaloosa	105.00	6	2	65,520	32,760	
Burlington and Quincy	72.00	6	1	44,928	44,928	
Burlington and St. Louis	214.19	6	6	256,582	42,763	Two helpers run 122,928 miles.
Caledonia and Spring Valley	85.74	6	1	53,502	53,502	
Calmar and Chamberlain:						
East division, Calmar to Sandborn.	200.40	6	8	250,098	31,262	Two helpers run 122,928 miles.
West division, Sandborn to Chamberlain.	198.62	6	6	247,878	41,313	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## SIXTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Calmar and Davenport .....	163.70	6	3	103,397	34,466	
Carroll and Moville .....	100.80	6	2	62,899	31,449	
Cedar Rapids and Council Bluffs:						
Day line .....	270.77	7	9	431,464	47,940	One helper runs 36,140 miles.
Night line .....	270.77	7	8	395,324	49,415	
Cedar Rapids and Kansas City:	301.51	6	5	188,142	37,628	
Cedar Rapids and Watertown:						
East division, Cedar Rapids to Estherville .....	207.32	6	4	129,368	32,342	
West division, Estherville to Watertown .....	193.01	6	3	120,438	40,146	
Centralia and Cairo .....	112.79	6	4	140,762	35,190	
Chadron and Glen Rock .....	100.88	6	2	106,065	53,002	
Champaign and Havana .....	101.07	6	2	63,068	31,534	
Cherokee and Onawa .....	61.18	6	1	38,176	38,176	
Cherokee and Sioux Falls .....	97.07	6	1	60,572	60,572	
Chicago and Burlington:						
Day line .....	207.50	7	16	665,900	37,869	Four helpers run 237,980 miles.
Fast mail .....	207.50	7	32	1,298,305	40,572	
Chicago and Cedar Rapids:						
Day line .....	229.40	7	12	482,676	40,223	Two helpers run 138,554 miles.
Night line .....	229.40	7	14	621,230	44,374	
Chicago and Centralia:						
Day line .....	252.96	6	10	395,378	39,538	Two helpers run 79,684 miles.
Night line .....	252.96	7	14	654,023	46,716	Two helpers run 100,040 miles.
Chicago, Decatur, and St. Louis:	286.80	6	5	254,915	46,983	One helper runs 55,932 miles.
Chicago, Dunbar, and Dubuque:	168.28	6	3	105,007	35,002	
Chicago and Forreston .....	119.10	6	2	74,318	37,159	
Chicago and Fort Madison .....	257.44	6	4	148,162	37,040	
Chicago, Freeport, and Dubuque .....	180.72	6	9	355,155	39,462	
Chicago, Irene, and Dubuque .....	184.70	6	6	230,566	38,418	
Chicago and McGregor .....	248.62	6	8	297,798	37,225	
Chicago and Quincy:						
Through run .....	263.50	7	22	1,080,765	49,125	Two helpers run 118,990 miles.
Short run, Galesburg to Quincy .....	100.00	7	12	438,000	36,500	
Chicago and St. Louis:						
Day line .....	284.70	6	12	532,959	44,413	Two helpers run 92,345 miles.
Night line .....	284.70	7	14	715,838	51,131	
Chicago, Savanna, and Cedar Rapids .....	259.44	6	7	264,538	37,791	Three helpers run 118,872 miles.
Chicago and Streator .....	97.70	6	2	60,965	30,483	
Chicago and Terre Haute .....	180.02	6	4	144,572	36,143	One helper runs 32,240 miles.
Chicago and West Liberty:						
Day line .....	221.52	7	12	485,130	40,427	Two helpers run 92,345 miles.
Night line .....	221.52	7	12	485,130	40,427	
Clarinda and Corning .....	40.36	6	1	28,929	28,929	
Clinton and Anamosa .....	71.80	6	2	44,803	22,401	
Clinton and Iowa City .....	78.41	6	1	48,928	48,928	
Columbus and Albion .....	43.45	6	1	27,113	27,113	
Columbus and Atchison .....	229.50	6	4	137,592	34,398	
Creighton and Norfolk .....	44.05	6	1	27,487	27,487	
Creston and Cumberland .....	47.29	6	1	29,506	29,509	
Danville and Cairo .....	259.03	6	4	161,635	40,409	
Danville and Tuscola .....	50.49	6	1	31,506	31,506	
Davenport and Atchison .....	337.35	7	8	592,530	74,066	
Decorah and Cedar Rapids .....	120.06	6	2	76,165	38,082	
Des Moines and Albia .....	68.46	7	2	49,976	24,988	
Des Moines and Caineville:						
Through run .....	112.13	3	1	34,984	34,984	
Short run, Des Moines to Osceola .....	58.35	6	1	36,410	36,410	
Des Moines and Keokuk .....	163.08	6	3	101,762	33,920	
Des Moines and Moberly:						
Through run .....	212.52	7	3	155,139	51,713	
Short run, Ottumwa to Moberly .....	131.51	6	2	82,081	41,040	
Des Moines and St. Joseph .....	200.06	6	5	181,117	36,833	One helper runs 59,280 miles.

Statement of miles traveled by railway postal clerks, etc.—Continued.

## SIXTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Des Moines, Savanna, and St. Joseph.	161.34	7	3	100,676	33,559	
Des Moines and Sioux City.	238.64	6	4	148,911	37,228	
Des Moines and Winterset.	42.90	6	1	26,770	26,770	
De Witt and Superior.	85.75	6	1	53,508	53,508	
Dubuque and Mendota.	132.39	6	4	165,222	41,305	
Dubuque and Sioux City:						
Day line.	327.64	6	7	286,815	40,973	
Night line.	327.64	6	7	286,815	40,973	
Dwight and Washington.	70.13	6	1	43,761	43,761	
Edgar and Cheyenne:						
East division, Edgar to Holdrege.	80.94	6	1	50,506	50,506	
West division, Holdrege to Cheyenne.	336.80	7	4	245,864	61,466	
Fairmont and Chester.	48.00	6	1	29,952	29,952	
Farley and Cedar Rapids.	67.81	6	1	36,073	36,073	
Fonda and Des Moines.	115.17	6	2	71,886	35,933	
Fremont and Lincoln.	52.67	7	1	38,449	38,449	
Galesburg and Havana.	62.03	6	1	38,707	38,707	
Galva and Burlington.	85.15	6	1	53,134	53,134	
Gilman and Springfield.	112.77	6	2	70,368	35,184	
Green River and Huntington.	571.22	7	7	416,990	59,570	
Havana and Springfield.	48.12	6	1	30,027	30,027	
Humeston and Shenandoah.	113.91	6	2	71,080	35,540	
Jacksonville and Mt. Vernon.	134.39	6	2	83,984	41,992	
Kankakee and Kankakee Jet.	71.52	6	1	44,628	44,628	
Kankakee and Seneca.	43.30	6	1	27,019	27,019	
Kansas City and Oxford:						
Through run.	363.96	7	8	531,382	66,423	
Short run, St. Joseph to Oxford.	297.26	7	4	217,000	54,250	
Keokuk and Bloomington.	57.77	6	1	36,048	36,048	
Keokuk and Humeston.	132.05	6	2	82,399	41,199	
Keokuk and Clayton.	43.09	6	1	26,898	26,898	
Knox and Streator.	119.65	6	2	74,661	37,330	
La Fayette and Quincy.	271.00	6	10	458,016	45,801	2 helpers run 119 808 miles.
Lake Geneva and Elgin.	44.15	6	1	27,549	27,549	
Lake Station and Joliet.	45.68	6	1	28,504	28,504	
Lincoln and Alliance.	361.35	6	6	225,482	37,580	
Lincoln and Alma.	224.81	6	3	140,281	46,760	
Lincoln and Concordia.	143.12	6	2	89,307	44,653	
Linwood and Superior.	122.61	6	2	76,509	38,254	
Litchfield and Kampsville.	58.68	6	1	36,616	36,616	
Logansport and Keokuk:						
East division, Logansport to Peoria.	171.52	6	6	214,056	35,676	
West division, Peoria to Keokuk.	111.50	6	2	69,576	34,788	
Loop City and Grand Island.	61.20	6	1	38,189	38,189	
McCook and Denver.	255.63	7	3	186,537	62,179	
McCool Junction and Fairbury.	50.61	6	1	31,580	31,580	
McLeansborough and Shawnee- town.	41.22	6	1	25,721	25,721	
Maquoketa and Davenport.	47.85	6	1	27,362	27,362	
Marion and Council Bluffs.	261.00	6	4	163,425	40,856	
Mason City and Albion.	189.55	6	6	211,598	35,266	
Mason City and Fort Dodge.	73.05	6	1	45,583	45,583	
Marshalltown and Story City.	39.55	6	1	24,679	24,679	
Mendota and Centralia.	211.99	6	10	323,020	32,302	
Mendota and Fulton.	65.26	6	1	40,722	40,722	
Missouri Valley and White- wood, East Division.	251.50	7	10	422,913	42,291	
West Division.	333.20	7	5	243,236	48,647	
Mount Pleasant and Keokuk.	50.40	6	1	31,449	31,449	
Muscataine and Montezuma.	96.87	6	2	60,447	30,223	
Nebraska City and Beatrice.	85.24	6	2	59,430	29,715	
Norfolk and Columbus.	50.61	6	1	31,599	31,599	
Oelwein and Des Moines.	132.28	6	2	82,543	41,272	
Omaha and Beatrice.	132.94	7	2	97,046	48,523	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## SIXTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Omaha and Hastings.....	163.96	6	3	106,189	35,396	Clerks run Sundays between Omaha and Fremont.
Omaha and McCook.....	284.29	7	8	415,064	51,883	
Omaha and Ogden:						
Through run on trains 1 and 4.	1,035.30	7	11	755,769	68,706	
Short run, Omaha to Cheyenne, trains 1 and 4.	517.44	7	18	1,133,193	62,955	
Short run, Omaha to Cheyenne, trains 2 and 3.	517.44	7	18	1,133,193	62,955	
Ord and Grand Island.....	62.40	6	1	38,937	38,937	
Orleans and St. Francis.....	134.41	6	2	83,872	41,936	
Pacific Junction and McCook.....	303.42	7	12	677,028	56,469	
Palmer and Burwell.....	69.38	6	1	43,293	43,293	
Plattsmouth and Schuyler.....	81.00	6	1	50,600	50,600	
Peoria and Evansville.....	250.10	6	4	156,052	39,013	
Peoria and Galeaburgh.....	52.80	6	1	32,947	32,947	
Peoria and Jacksonville.....	84.50	6	2	52,728	26,364	
Peoria and Oskaloosa.....	190.82	6	3	119,072	39,691	
Quincy and Louisiana.....	44.96	6	1	28,055	28,055	
Red Oak and Lincoln.....	113.57	6	2	70,867	35,434	
Republican City and Oberlin.....	78.87	6	1	49,215	49,215	
Rock Island and St. Louis.....	248.99	7	4	181,763	45,441	
Rock Island and Peoria.....	92.20	6	2	57,533	28,767	
Ruthven and Des Moines.....	137.50	6	2	85,856	42,928	
St. Louis and Cairo.....	153.60	6	3	95,846	31,949	
St. Louis and Eldorado.....	124.50	6	2	77,688	38,844	
St. Louis and Paducah.....	168.85	6	3	105,362	35,121	
Scribner and Oakdale.....	115.73	6	2	72,215	36,108	
Shabbona and Sterling.....	47.97	6	1	29,933	29,933	
Sidell and Olney.....	86.31	6	2	53,857	26,929	
Sioux City and Missouri Valley.....	70.10	7	2	55,553	27,776	
Sioux City and Norfolk.....	70.09	6	1	47,480	47,480	
Sioux City and Omaha.....	123.96	6	2	77,351	38,676	
Springfield and Grafton.....	85.30	6	2	53,227	26,613	
Springfield and Litchfield.....	45.52	6	1	28,404	28,404	
Sterling and Rock Island.....	52.43	6	1	32,716	32,716	
Streator and Fairbury.....	31.98	6	1	19,955	19,955	
Streator and Pekin.....	63.06	6	1	40,597	40,597	
Switz City and Effingham.....	90.58	6	1	56,522	56,522	
Talmage and Crete.....	58.43	7	1	36,460	36,460	
Tama and Hawarden.....	243.34	6	5	191,775	38,955	1 helper runs 42,931 miles.
Tamaroa and Chester.....	42.90	6	1	26,769	26,769	
Terre Haute and Peoria.....	176.90	6	3	110,385	36,795	
Turkey River and West Union.....	58.34	6	1	36,404	36,404	
Villisca and Bigelow.....	69.24	6	1	43,206	43,206	
Washington and Knoxville.....	77.94	6	1	48,634	48,634	
Wendover and Cheyenne.....	123.67	6	1	77,170	77,170	
West Lebanon and Rantoul.....	41.82	6	1	26,095	26,095	
West Liberty and Council Bluffs:						
Day line.....	279.36	7	8	407,866	50,983	
Night line.....	279.36	7	8	407,866	50,983	
White Heath and Decatur.....	29.70	6	1	18,333	18,333	
Yates City and Rushville.....	63.95	6	1	39,905	39,905	

## SEVENTH DIVISION.

Albuquerque, N. Mex., and El Paso, Tex.	254.39	7	4	185,705	46,426	14 clerks performed all service upon this line and the Fort Scott, Kans., and Webb City, Mo., and Yates Center and Sedan, Kans., R. P. O's.
Antonio, Colo., and Santa Fe, N. Mex.	130.00	6	2	81,120	40,560	
Armadillo and Cherry Vale, Kans.	81.37	7	1	59,400	44,034	

Statement of miles traveled by railway postal clerks, etc.—Continued.

## SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Atchison and Lenora, Kans....	294.52	7	8	521,384	65,174	1 helper runs 45,995 miles. Clerks upon this line also perform all service upon Downs and Stockton line.
Atchison and Topeka, Kans....	51.11	7	1	37,310	37,310	
Beaumont and Anthony, Kans....	117.11	7	2	81,040	40,520	Beaumont and Bluff, Kans., R. P. O.'s extended to Anthony, Kans., Aug. 15, 1888; increased distance 10.97 miles.
Bolivar and Springfield, Mo....	40.05	6	1	24,991	24,991	
Butler, Mo., and Madison, Kans....	109.81	6	2	68,521	34,260	
Cairo, Ill., and Elmot, Ark....	173.00	3	2	53,976	28,988	Steamboat service.
Cairo, Ill., and Poplar Bluff, Mo....	74.87	7	2	54,655	27,328	
Cameron, Mo., and Atchison, Kans....	57.44	7	1	41,931	41,931	
Cape Girardeau and Hunter (n. o.), Mo....	93.80	6	1	40,463	40,463	Cape Girardeau and Chaonia, Mo., R. P. O. extended to Williamsville, Mo., Jan. 28, 1889, and from Williamsville to Hunter (n. o.), Mo., June 23, 1889.
Chanute and Longton, Kans....	45.13	7	1	82,945	32,945	
Cheyenne, Wyo., and Denver, Colo....	107.39	7	2	78,395	39,198	
Colorado Springs and Leadville, Colo....	133.05	7	2	97,126	48,563	
Concordia and Junction City, Kans....	70.77	7	1	51,662	51,662	
Council Bluffs, Iowa, and Kansas City, Mo.: Day line.....	196.52	7	7	328,728	46,961	1 helper runs 41,808 miles.
Night line.....	196.52	7	7	321,760	45,966	1 helper runs 34,840 miles.
Creston, Iowa, and St. Joseph, Mo....	103.88	6	3	108,035	36,012	1 helper runs 43,214 miles.
Cuba and Salem, Mo.....	40.96	6	1	25,559	25,559	
Denver and Aspen, Colo.....	408.49	7	6	293,657	58,731	Line formerly operated as the Denver, Pueblo and Leadville, and Leadville and Aspen, Colo., R. P. O.'s, and also as the Denver and Canon City and Salida and Aspen R. P. O.'s.
Denver and Georgetown, Colo....	51.10	7	1	37,303	37,303	
Denver and Leadville, Colo....	150.74	7	3	110,040	36,680	
Denver, Colo., and Ogden, Utah....	772.58	7	9	580,789	64,530	Since April 22, 1889, clerks upon line alternate and help out daily between Denver and Pueblo, Colo. 120.14 miles.
Ellsworth and Wichita, Kans....	106.61	7	2	77,825	46,832	13 clerks perform all service upon this line and the Wichita and Kiowa, Kans., R. P. O.
Emporia and Moline, Kans....	85.31	7	1	62,276	62,276	
Fairbury and Nelson, Nebr....	51.20	7	1	37,376	37,376	
Florence and Arkansas City, Kans....	87.49	7	1	63,868	45,382	13 clerks perform all service upon this line and the Florence and Ellinwood, Kans., R. P. O.
Florence and Ellinwood, Kans....	99.01	7	2	72,277	45,382	13 clerks perform all service upon this line and the Florence and Arkansas City, Kans., R. P. O.
Fort Madison, Iowa, and Kansas City, Mo....	218.27	7	4	159,337	39,834	
Fort Scott, Kans., and Webb City, Mo....	83.32	7	2	60,824	44,034	14 clerks perform all service upon this line and the Aroadia and Cherry Vale and Yates Center, and Sedan, Kans., R. P. O.'s.
Fort Scott and Kanopolis, Kans....	259.79	7	4	180,647	47,412	
Girard and Galena, Kans....	47.68	7	1	34,806	34,806	
Grandin and Willow Springs, Mo....	80.92	6	2	48,530	23,265	Commenced July 30, 1888.
Great Bend and Scott, Kans....	121.12	6	2	75,579	37,789	
Greeley and Denver, Colo....	98.43	7	2	71,854	35,927	
Hannibal to Gilmore, Mo.....	86.41	6	2	53,920	26,960	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Hannibal and Sedalia, Mo. ....	143.35	7	4	145,124	36,281	1 helper runs 40,478 miles. Double daily service; Henry and St. Joseph, Mo., R. P. O. extended to Atchison, Kans., Sept. 24, 1888.
Henry, Mo., and Atchison, Kans.	93.36	14	3	131,133	43,841	
Herington and Pratt, Kans. ...	127.84	7	2	126,937	48,361	Herington and Dodge City, Kans., R. P. O. curtailed to end at Pratt, Kans., Feb. 10, 1889; 3 clerks upon run prior to curtailment.
Herington and Salina, Kans. ....	49.89	7	1	22,257	22,257	Established Nov. 21, 1888.
Holden, Mo., and Coffeyville, Kans.	201.58	7	3	147,153	49,051	
Hutchinson and Kinsley, Kans.	84.20	6	2	52,541	26,271	2 helpers run 75,423 miles.
Jefferson City and Bagnell, Mo.	45.71	6	1	28,523	28,523	
Julesburg and Denver, Colo. ....	197.88	7	3	144,452	48,151	1 helper runs 51,078 miles.
Junction City and Parsons, Kans.	157.15	7	3	114,720	38,240	
Kansas City, Mo., and Denver, Colo.:						1 helper runs 56,722 miles. 1 helper runs 54,080 miles.
Kansas City to Denver. ....	641.02	7	13	992,612	76,355	
Kansas City to Wallace, Kans.	420.40	7	11	667,804	60,715	2 helpers run 75,423 miles.
Kansas City and Joplin, Mo. ....	169.25	7	5	108,077	39,795	
Kansas City, Mo., and Memphis, Tenn.:						1 helper runs 51,078 miles.
Kansas City to Springfield, Mo.	202.63	7	13	664,012	51,078	
Springfield, Mo., to Memphis, Tenn.	284.66	7	8	433,061	54,133	Helper runs 95,384 miles.
Kansas City and Osceola, Mo. ....	111.47	7	2	46,011	23,005	East Lynne and Brownington, Mo., R. P. O. extended from March 1, 1889.
Kansas City, Mo., and Pueblo, Colo.						1 helper runs 41,733 miles.
East division:						
Day line .....	368.64	7	21	1,218,161	58,008	1 helper runs 51,043 miles.
Night line .....	368.64	7	15	807,321	53,820	
West division:						1 helper runs 51,043 miles.
Day line .....	267.91	7	6	391,148	65,191	
Night line .....	267.91	7	6	391,148	66,191	1 helper runs 51,043 miles.
Kansas City, Mo., Salina, Kans., and Pueblo, Colo.:						
Kansas City, Mo., to Holington, Kans.	301.77	7	5	266,152	53,230	1 helper runs 51,043 miles.
Holington, Kans., to Pueblo, Colo.	339.06	7	4	247,514	61,878	
Kansas City, Mo., and Seneca, Kans.	117.64	7	2	85,877	42,938	1 helper runs 51,792 miles.
Kansas City, Mo., and Wellington, Kans.:						
Day line .....	221.27	7	5	220,249	45,050	1 helper runs 10,974 miles.
Night line .....	270.09	7	8	366,737	45,842	
Keystone and Barnard, Kans. ....	43.23	7	1	31,558	31,558	1 helper runs 10,974 miles.
La Junta, Colo., and Albuquerque, N. Mex.	348.22	7	10	434,644	43,464	
Larned and Jetmore, Kans. ....	46.84	6	1	29,228	29,228	1 helper runs 10,974 miles.
Lawrence and Gridley, Kans. ....	83.67	6	2	52,210	26,105	
Leavenworth and Lawrence, Kans.	34.95	7	1	25,514	25,514	1 helper runs 10,974 miles.
Leavenworth and Miltonvale, Kans.	166.18	6	3	103,696	34,565	
Leavenworth and Topeka, Kans.	57.68	7	1	42,106	42,106	Beatrice Nebr., and Manhattan, Kans., R. P. O., extended Aug. 4, 1889.
Lincoln, Nebr., and Manhattan, Kans.	133.54	7	2	95,060	47,530	
McPherson and El Dorado, Kans.	62.17	7	1	45,384	45,384	Beatrice Nebr., and Manhattan, Kans., R. P. O., extended Aug. 4, 1889.
Madison and Benedict, Kans. ..	45.65	6	1	28,486	28,486	
Manhattan and Burlingame, Kans.	57.27	6	1	35,736	35,736	



Statement of miles traveled by railway postal clerks, etc.—Continued.

## SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Mexico and Cedar City, Mo. ....	50.34	6	1	31,412	31,412	
Milvane and Englewood, Kans. ....	166.79	7	3	121,757	40,586	
Nevada, Mo., and Arkansas City, Kans. ....	208.80	7	3	112,556	51,364	15 clerks performed all service upon this line, and the Winfield and Larned, Kans., R. P. O. Clerks upon this line also perform all service upon the At-tica and Medicine Lodge, Kans., line.
Newton and Kiowa, Kans. ....	127.85	7	4	186,990	46,748	
Olathe, Kans., and Ash Grove, Mo. ....	155.89	7	3	113,800	37,933	
Omaha, Nebr., and Kansas City, Mo. ....	216.65	7	4	212,193	53,048	1 helper runs 54,038 miles.
Ottawa and Emporia, Kans. ....	56.85	6	1	35,474	35,474	
Paola and Coffeyville, Kans. ....	125.74	7	2	72,250	36,125	Kincaid and Coffeyville, Kans., R. P. O., extended to Paola, Kans., Mar. 1, 1889.
Pittsburgh and Chanute, Kans. ....	54.89	6	1	34,251	34,251	
Pratt and Liberal, Kans. ....	136.22	7	2	99,441	49,720	
Prosser, Nebr., and Yuma (n. o.), Kans. ....	102.90	7	2	75,117	37,558	
Pueblo and Silverton, Colo.: Eastern division. ....	331.35	7	5	220,595	44,119	Between Alamosa and Durango, Colo., only 6 times per week.
Western division. ....	45.95	6	1	28,673	28,673	
Quincy, Ill., and Kansas City, Mo.: Day line. ....	225.92	7	8	386,243	48,155	1 helper runs 39,399 miles.
Night line. ....	225.92	7	12	405,177	33,765	1 helper runs 43,284 miles.
Quincy, Ill., and Trenton, Mo. ....	137.10	6	2	85,550	42,775	
Rincon and Silver City, N. Mex. ....	101.12	7	2	73,818	36,909	
St. Joseph, Mo., and Caldwell, Kans. ....	295.55	7	4	215,752	53,938	
St. Joseph, Mo., and Colorado Springs, Colo.: Eastern division. ....	264.91	14	8	325,813	40,727	
Western division. ....	326.91	7	4	113,503	33,876	
St. Joseph, Mo., and Grand Island, Nebr. ....	252.54	7	4	169,854	42,468	6½ months' service performed only 6 times per week.
St. Louis, Mo., and Columbus, Ky. ....	195.65	7	4	181,731	45,433	1 helper runs 38,906 miles.
St. Louis, Mo., and Halstead, Kans.: East division: Day line. ....	282.12	7	9	411,896	45,766	
Night line. ....	282.12	7	8	411,896	51,487	
West division: Day line. ....	248.02	7	5	187,279	37,456	1 helper runs (2 months) 6,224 miles.
Night line. ....	248.02	7	4	170,871	42,718	From July 1 to Oct. 20, 1888, between Monett, Mo., and Wichita, Kans.
St. Louis and Kansas City, Mo.: East line. ....	283.00	7	24	1,577,603	65,731	8 helpers run 751,243 miles.
Day line. ....	283.00	7	18	1,124,127	62,451	2 helpers run 297,787 miles.
Night line. ....	283.00	7	19	1,215,304	62,961	3 helpers run 388,944 miles.
St. Louis, Louisiana and Kansas City, Mo. ....	323.39	7	6	323,237	53,873	2 helpers run 87,162 miles.
St. Louis, Moberly, and Kansas City, Mo.: Day line. ....	276.80	7	9	448,888	49,896	1 helper runs 45,760 miles
Night line. ....	276.80	7	14	728,248	52,017	6 helpers run 324,120 miles.
St. Louis and Union, Mo. ....	59.91	6	1	39,236	39,236	7 round trips per week for 3½ months.
Salina and McPherson, Kans. ....	86.78	7	1	26,849	26,849	
Salina and Oakley, Kans. ....	225.18	6	4	109,176	27,294	Salina and Luray, Kans., R. P. O., extended to Walden, from Walden to Zurich, and from Zurich to Oakley; also additional 6 times per week, Salina to Plainville, Kans.

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Sedalia, Mo., and Dennison, Tex.:						
Day line.....	423.13	7	12	632,370	52,698	3 helpers run 126,582 miles.
Night line.....	423.13	7	21	1,075,137	51,197	
Sedalia and Kansas City, Mo....	99.35	7	3	128,488	42,829	Daily Sedalia to Kansas City, Mo., and additional daily (except Sunday) Sedalia to Lexington, Mo.
Sedalia and Warsaw, Mo.....	43.16	6	1	26,932	26,932	Concordia and Strong, Kans., R. P. O., extended to Superior, Nebr., Feb. 4, 1889.
Springfield and Chadwick, Mo.	35.63	7	1	26,010	26,010	
Solomon City and Beloit, Kans.	57.86	7	1	42,238	42,238	
Superior, Nebr., and Strong, Kans.	157.36	7	2	97,633	48,816	
Topeka and Belleville, Kans....	137.20	7	2	89,666	44,983	McFarland and Belleville, Kans., R. P. O., extended to Topeka, Kans., Dec. 6, 1888.
Topeka and Fort Scott, Kans...	130.79	6	2	81,613	40,806	2 helpers run 80,329 miles, from Trenton to Atchison Junction, Mo., and thence over Atchison Junction and Atchison R. P. O.
Trenton, Mo., and Leavenworth, Kans.	103.56	7	4	155,928	38,982	
Versailles and Lexington, Mo...	132.69	6	3	86,885	28,962	13 clerks perform all service upon this line and the Ellsworth and Wichita, Kans., R. P. O.
Wichita and Kiowa, Kans.....	85.85	7	1	62,671	146,832	
Wichita and Mullinville, Kans.	121.58	7	2	108,566	54,283	15 clerks performed all service upon this line and the Nevada, Mo., and Arkansas City, Kans., R. P. O.
Winfield and Larned, Kans....	148.72	7	2	144,206	51,364	
Yates Center and Sedan, Kans.	76.59	7	1	155,911	44,034	14 clerks perform all service upon this line and the Fort Scott, Kans., and Webb City, Mo., and Arcadia and Cherry Vale, Kans., R. P. O.

## EIGHTH DIVISION.

Albany and Yaguina, Oregon...	85.16	6	1	53,139	53,139	8 clerks on through run.
Albuquerque, N. Mex., and Los Angeles, Cal.	587.41	7	8	647,809	80,978	
	62.26	7	1	54,449	54,449	
			1	54,449	54,449	1 clerk, short run, Los Angeles to San Bernardino.
			3	184,617	61,539	1 city distributor Los Angeles to San Bernardino.
Benson and Nogales, Ariz.....	88.60	7	2	64,605	32,302	3 helpers Albuquerque, N. Mex., to Holbrook, Ariz.
Butte and Ogden, Utah.....	416.95	7	6	304,374	50,729	Helper runs to Lang, meets No 20, and returns to San Gabriel.
Calistoga and Vallejo, Cal.....	43.88	12	1	54,762	54,762	
Cazadero and San Francisco, Cal.	87.25	6	2	54,494	27,247	
Dundee Junction and Airlie, Oregon.	52.60	6	1	32,822	32,822	
El Paso, Tex., and Los Angeles, Cal.	804.28	7	8	587,124	73,390	City distributor, Portland to The Dalles.
		1		36,756	86,756	
Eureka and Hydesville, Cal....	26.70	12	1	27,082	27,082	
Farlington, Wash., and Pendleton, Oregon.	190.40	7	4	138,902	34,748	
Huntington and Portland, Oregon.	405.60	7	6	299,088	49,348	
		1		65,189	65,189	
Ketchum and Shoshone, Idaho.	70.34	6	1	43,892	43,892	
Los Angeles and National City, Cal.	134.08	7	2	97,878	48,938	
Los Angeles and Tustin City, Cal.	51.15	7	1	37,840	37,840	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## EIGHTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Los Angeles and Santa Bar- bara, Cal.	114.22	7	2	83,381	41,690	
Milton and Stockton, Cal. ....	80.09	6	1	18,778	18,778	
Mound House, Nev., and Keeler, Cal.	160.72	7	3	117,825	40,329	7 trips per week Mound House to Candelaria.
	141.00	3	1	43,992	-----	3 round trips per week Belleville Junction, Nev., to Keeler, Cal.
Ogden, Utah, and San Fran- cisco, Cal.	884.65	7	20	609,295	60,925	26 through clerks, 10 crews.
	90.69	7	2	66,204	33,102	2 clerks short run, San Francisco to Sacramento.
			2	79,102	39,551	2 helpers, San Francisco to Rose- ville.
			5	201,202	40,240	5 helpers, Ogden, Utah to Elko, Nev.
Ogden and Salt Lake, Utah....	33.73	14	1	39,559	39,559	1 city distributor, Sacramento.
Placerville and Sacramento, Cal.	80.75	6	1	56,546	56,546	
Port Harford and Los Olivos, Cal.	79.77	7	1	37,908	37,908	
Portland and Astoria, Oregon ..	82.00	6	2	51,188	31,362	Steam-boat service 82 miles.
	88.00	3	-----	11,556	-----	Six round trips per week.
Portland and Coburg, Oregon...	118.88	6	2	74,181	37,090	Three additional trips 38 miles.
Portland and Corvallis, Oregon	97.78	6	2	61,014	30,507	
Portland, Oregon, and San Francisco, Cal.	342.58	7	5	250,083	50,016	5 clerks Portland to Ashland.
	431.58	-----	5	315,058	63,010	5 clerks San Francisco to Ash- land.
	134.96	7	2	98,521	49,260	2 clerks, short run, Sacramento to Red Bluff.
			1	52,013	52,013	1 helper San Francisco to Marya- ville.
Port Townsend and Seattle, Wash.	60.00	6	2	57,962	28,981	2 helpers Portland to Albany.
			2	37,440	18,720	Steam-boat service.
Reno and Virginia, Nev. ....	53.08	7	1	38,748	38,748	
Redding and Sacramento, Cal...	171.41	7	3	125,129	41,709	
Sacramento and San Francisco, Cal.	140.90	7	3	102,857	34,285	
Salt Lake and Jumb, Utah....	103.33	7	2	76,891	38,445	
San Bernardino and Oceanside, Cal.	83.80	6	2	52,291	26,145	
San Bernardino and Orange, Cal.	47.19	6	1	29,447	29,447	
San Francisco and Los An- geles, Cal.	482.71	14	13	704,757	54,212	13 clerks double daily service.
			2	50,459	25,229	2 helpers San Francisco to La- throp.
San Francisco and Santa Cruz, Cal.	83.35	6	1	52,010	52,010	
San Francisco and Santa Mar- garita, Cal.	236.01	7	4	172,285	43,071	
Seattle and Tacoma, Wash....	42.12	14	2	61,495	30,747	
Spokane Falls, Wash., and Genesee, Idaho.	113.50	7	2	82,855	41,427	
Spokane Falls, Wash., and Portland, Oregon.	550.92	7	8	402,172	50,271	
Ukiah and San Francisco, Cal..	113.78	7	2	83,059	41,529	
Whitcomb and Port Townsend, Wash.	132.00	3	1	41,184	41,184	Steam-boat service.
Whitcomb and Seattle, Wash..	128.00	3	1	39,036	39,036	Steam-boat service.

## NINTH DIVISION.

Albany and New York .....	145.35	6	4	90,698	22,675
Adrian, Mich., and Fayette, Ohio.	83.26	6	1	20,754	20,754
Ashtabula and Youngstown...	64.70	6	1	40,873	40,873
Alpena and Alger .....	101.50	6	2	65,208	32,604
Ashley and Muskegon .....	96.24	6	2	60,064	30,032

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## NINTH DIVISION—Continued.

Railway post-office.	Distance from reg- later to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Battle Creek and Goshen.....	70.77	6	1	3,397	3,397	Began service June 3, 1889.
Baldwin and Grand Rapids.....	74.70	6	1	46,613	46,613	
Bay City and Jackson.....	115.00	6	4	143,520	35,880	
Bay City, Wayne, and Detroit.	121.41	6	2	75,760	37,880	
Bad Axe and East Saginaw.....	68.23	6	1	42,576	42,576	
Big Rapids and Detroit.....	190.70	6	3	118,997	39,666	
Big Rapids and Holland.....	91.00	6	2	56,784	28,392	
Cadillac and Fort Wayne.....	240.76	6	4	150,234	27,558	
Caseville and Pontiac.....	100.73	6	1	62,856	62,856	
Cleveland, Fort Wayne, and Chicago.....	340.50	6	4	212,472	53,118	
Cadillac and Toledo.....	236.39	6	4	147,507	36,877	1 clerk runs as helper between Detroit and Fenton. 1 clerk runs as short-stop be- tween Detroit and Jackson.
Cleveland and Toledo.....	113.37	6	4	136,272	34,068	
Detroit and Chicago:						
Day line.....	286.69	6	12	636,684	53,057	
Night line.....	286.69	7	20	1,046,418	52,320	
Detroit and Grand Haven.....	188.94	6	4	117,899	29,475	
Short run.....	157.50	6	3	129,948	43,316	
Detroit and Grand Rapids ....	170.65	6	6	236,505	39,417	
Detroit and Logansport.....	204.36	6	3	127,520	42,507	
Detroit, Three Rivers, and Chi- cago.....	274.49	6	4	181,282	45,320	
Detroit and Toledo:						Began service April 15, 1889. 1 clerk appointed to Ludington and Toledo R. P. O., alternates between this line and the Man- istee and East Saginaw R. P. O. 1 clerk appointed to this line al- ternates between the East Saginaw and Port Huron, Fort Gratiot and Detroit, and the Port Austin and Port Huron R. P. O. 1 clerk assigned as helper be- tween Fort Gratiot and Battle Creek.
Day line.....	60.50	6	1	87,752	37,752	
Night line.....	65.90	6	1	41,122	41,122	
Durand and East Saginaw.....	39.96	6	1	5,275	5,275	
East Saginaw and Howard City.	81.51	6	1	50,862	38,147	
East Saginaw and Port Huron.	92.06	6	1	57,445	43,084	
Fort Gratiot and Chicago.....	337.73	6	5	210,744	42,149	
Fort Gratiot and Detroit.....	61.34	6	2	38,276	38,276	
Grand Rapids and Elkhart.....	115.02	12	4	143,544	35,886	
Grand Rapids and Lacrosse.....	154.54	6	3	96,433	32,144	
Grand Lodge and Grand Rapids	53.95	6	1	21,364	21,364	Began service Nov. 12, 1888. 1 clerk appointed to the Big Rapids and Detroit runs on this line as helper between De- troit and Howell, Mich., 51.50 miles.
Howard City and Detroit.....	161.22	6	3	132,737	44,246	
Jackson and Adrian.....	47.55	6	1	29,671	29,671	
Jackson and Fort Wayne.....	99.26	6	2	61,938	30,969	
Kalamazoo and South Haven..	40.20	6	1	25,085	25,085	
Lansing and Hillsdale.....	65.68	6	1	40,984	40,984	
Lenox and Jackson.....	108.68	6	2	66,568	33,284	
Ludington and Toledo.....	278.59	6	4	173,840	43,460	
Mackinaw City and Detroit.....	219.23	13	8	394,326	49,290	
Mackinaw City and Grand Rapids.....	226.30	6	4	141,211	35,303	
Manistee and East Saginaw....	148.13	6	3	92,433	30,811	2 clerks run as helpers Albany to Syracuse; 2 clerks run as help- ers Albany to New York, 4 days each week; 4 clerks run as helpers Albany to New York, 6 days each week.
Monroe and Adrian.....	34.29	6	1	21,397	21,397	
Muskegon and Allegan.....	60.06	6	1	37,477	37,477	
New York and Chicago:						
East division:						
Trains 21 and 14.....	289.50	7	56	2,878,815	51,407	

\* This line is divided into three divisions, i. e., east division, New York to Syracuse, N. Y.; middle division, Syracuse, N. Y., to Cleveland, Ohio; west division, Cleveland, Ohio, to Chicago, Ill.

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## NINTH DIVISION—Continued.

Railway post-office.	Distance from reg. later to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
New York and Chicago—Cont'd. East division—Continued.						
Trains 23 and 2.....	289.50	6	14	564,954	40,354	2 clerks run as helpers Syracuse to Albany.
Trains 11 and 16.....	289.50	7	59	3,045,070	51,611	4 clerks run as helpers Syracuse to Albany, 7 days; 1 clerk runs as helper New York to Albany, 4 days each week; 2 clerks run as helpers Syracuse to Albany, alternate weeks.
Syracuse to Albany, N. Y., train 22.	147.50	6	2	23,010	23,010	Three clerks run west on train 11.
Middle division:						
Trains 21, 12, and 14...	336.26	7	40	2,237,613	55,940	4 clerks run as helpers Buffalo, N. Y., to Cleveland, Ohio, train 14; 4 clerks run as helpers Toledo, Ohio, to Buffalo, N. Y., train 1; 2 clerks run as helpers Buffalo to Cleveland, train 1; 2 clerks run as helpers Erie, Pa., to Toledo, Ohio, train 1.
Trains 3 and 2.....	336.26	6	36	1,863,626	51,767	4 clerks run as helpers Toledo, Ohio, to Buffalo, N. Y.
Trains 11 and 8.....	336.26	7	44	2,621,518	59,589	2 clerks run as helpers Cleveland, Ohio, to Buffalo, N. Y.; 2 clerks run as helpers Syracuse to Ashtabula.
West division:						
Trains 1 and 12.....	356.61	7	24	1,561,952	65,081	
Trains 3 and 14.....	356.61	7	28	1,822,277	65,081	
Trains 11 and 8.....	356.61	7	40	2,603,253	65,081	
Trains 25 and 2.....	356.61	6	8	445,049	55,631	
Oil City and Ashtabula.....	88.10	1	2	54,974	27,487	
Pontwater and Muskegon.....	45.13	6	1	28,161	28,161	
Port Austin and Port Huron ..	87.71	6	1	54,731	41,048	This clerk has relief every fourth week.
Toledo and Allegan.....	157.42	6	2	98,220	49,110	
Trenton and Adrian.....	49.60	6	1	30,950	30,950	
Ypsilanti and Hillsdale.....	62.14	6	1	38,775	38,775	

\* Single.

## TENTH DIVISION.

Aberdeen and Orient.....	83.04	6	1	51,816	51,816	
Ashland and Abbotsford.....	133.70	6	2	83,429	41,714	
Ashland and Milwaukee:						
North division, Ashland to Appleton.	272.19	6	5	224,321	44,864	1 helper runs 54,475 miles.
South division, Antigo to Milwaukee.	208.50	6	3	130,104	43,368	
Ashland and St. Paul.....	184.22	6	3	114,963	38,317	
Austin and Mason City.....	40.74	6	1	25,422	25,422	
Barneviller and Minot.....	312.11	7	4	227,840	56,960	
Benson and Huron.....	163.39	6	1	49,321	49,321	
Boundary Line and St. Paul ..	401.82	7	10	544,630	64,463	4 helpers run 251,302 miles.
Breckenridge and Aberdeen...	136.76	6	2	51,180	25,590	
Bristol and Madison.....	103.34	6	2	64,484	32,242	
Chicago, Abbotsford, and Minneapolis:						
East division, Chicago to Neenah.	187.15	6	3	116,781	38,927	
West division, Neenah to Minneapolis.	286.35	6	6	285,323	47,554	2 helpers run 106,641 miles.
Chicago and Minneapolis:						
Fast mail.....	423.15	7	32	1,834,923	57,341	8 helpers run 599,331 miles.
Trains 1 and 10.....	423.15	7	24	1,235,502	51,483	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## TENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Chicago and Minneapolis—continued.						
Short run, Chicago to La Crosse.	282.83	7	14	707,808	50,557	2 helpers run 84,972 miles.
Short run, Milwaukee to La Crosse.	198.42	6	3	123,814	41,271	
Chicago and North McGregor.	281.00	6	14	632,136	45,152	2 helpers run 106,080 miles.
Chicago and Winona:						
Day line	299.70	6	8	371,528	46,441	
Night line	288.40	6	8	350,168	44,521	
Dodgeville and Freeport	65.97	6	1	41,165	41,165	
Duluth and Brainerd	114.67	6	2	71,554	35,777	
Duluth and Eau Claire	180.80	6	3	100,339	33,446	
Duluth and St. Paul	151.83	6	3	94,741	31,580	
Eau Claire and Wabasha	49.40	6	1	30,825	30,825	
Egan and Sioux City	125.36	6	2	78,237	39,118	
Fargo, Barnesville, and St. Paul	243.38	6	5	211,417	42,283	1 helper runs 60,548 miles.
Fargo and La Moure	88.15	6	1	55,006	55,000	
Fargo and Minnewaukon	183.25	6	3	114,348	38,116	
Fargo, Willmar, and St. Paul:						
Through run	267.38	7	6	286,422	47,737	2 helpers run 91,235 miles.
Short run, St. Paul to Morris.	158.18	6	2	98,704	49,352	
Fond du Lac and Milwaukee	64.18	6	1	40,048	40,048	
Fort Howard and Chicago	243.33	6	8	303,672	37,959	
Fort Howard and Winona	215.40	6	3	134,410	44,803	
Garrison and Butte City	52.14	7	1	38,062	38,062	
Great Falls and Helena	99.14	7	2	72,372	36,181	
Hastings and Cologne	55.88	6	1	34,869	34,869	
Hayfield and Dubuque	172.70	6	3	107,765	35,921	
Helena and Butte	74.54	7	1	54,412	54,412	
Heron Lake and Pipestone	65.33	6	1	34,526	34,526	
Heron and Portage	53.17	6	1	33,178	33,178	
Iron Mountain and Milwaukee	209.94	6	3	131,203	43,734	
Ishpeming and Fort Howard	180.08	7	6	214,335	35,722	2 helpers run 83,877 miles.
Jamestown and Oakes	69.31	6	1	43,249	43,249	
Kenosha and Rockford	73.42	6	1	45,704	45,704	
La Crosse and Dubuque	122.47	6	2	76,421	38,210	
La Crosse and Woonsocket:						
Through run	406.45	6	6	249,831	41,647	
Short run, La Crosse to Wells.	150.65	6	3	93,705	31,235	
Lake Crystal and Eagle Grove	110.48	6	2	68,939	34,469	
Langdon and Larimore	76.19	6	1	47,542	47,542	
Larimore and Breckenridge	131.40	6	2	81,938	40,966	
Little Falls and Morris	84.33	6	1	89,115	39,115	
Mackinaw City and Houghton	252.65	7	4	184,434	46,108	
Madison and Freeport	63.16	6	1	89,412	39,412	
Mandan and Spokane Falls:						
East division, Mandan to Forsyth	339.10	7	7	327,405	46,772	2 helpers run 79,862 miles.
Middle division, Forsyth to Helena	340.00	7	5	248,200	49,640	
West division, Helena to Spokane Falls	381.90	7	6	278,787	46,464	
Manilla and Mitchell	228.25	6	4	142,428	35,607	
Mankato and Wells	38.26	6	1	23,874	23,874	
Marion and Running Water	62.72	6	1	39,137	39,137	
Menominee and Milwaukee	180.85	6	2	112,850	56,425	
Merrill and Tomah	107.50	6	2	67,080	33,540	
Milwaukee and Chicago	86.14	12	5	142,446	28,489	1 helper runs 34,944 miles.
Milwaukee and Lancaster	108.40	6	3	105,081	35,027	
Minneapolis, Hayfield, and Waterloo	202.32	6	3	126,247	42,082	
Minneapolis and Oakes	264.94	6	4	165,322	41,080	
Minneapolis and Oregon	344.27	6	4	208,584	52,146	
Missouri and Grantsdale	51.00	7	1	37,230	37,230	
Montfort and Galena	56.08	6	1	34,993	34,993	
Oakes and Hawarden	280.67	6	5	237,538	47,507	1 helper runs 62,406 miles.
Oconto and Clintonville	56.75	6	1	35,412	35,412	
Oshkosh and Milwaukee	104.90	6	2	65,457	32,728	

Statement of miles traveled by railway postal clerks, etc.—Continued.

## TENTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Pembina and Winnipeg Junction.	196.61	7	3	145,715	43,571	
Portage and Madison.....	40.51	6	1	25,278	25,278	
Powers and Florence.....	42.00	7	1	30,660	30,660	
Racine and Rock Island.....	197.88	6	4	122,477	30,619	
Redfield and Gettysburgh.....	75.84	6	1	49,324	49,324	
Red Wing and Mankato.....	94.62	6	1	59,042	59,042	
Reno and Preston.....	57.70	6	1	36,004	36,004	
Rhineland and Minneapolis.....	217.35	6	3	135,536	45,179	
Rockford and Mineral Point.....	115.69	6	2	72,190	36,095	
St. Cloud and Willmar.....	58.61	6	1	36,572	36,572	
St. Paul and Council Bluffs:						
Through run.....	368.67	7	15	807,375	53,825	
Short run, St. Paul to Sioux City.	270.43	6	4	168,748	42,187	
St. Paul and Des Moines:						
Through run.....	310.00	6	5	237,161	47,432	1 helper runs 43,721 miles.
Short run, St. Paul to Albert Lea.	121.05	7	3	149,635	49,878	1 helper runs 61,289 miles.
St. Paul and Elroy.....	197.08	7	5	207,378	41,475	1 helper runs 63,510 miles.
St. Paul and McGregor.....	212.70	6	6	193,501	32,250	2 helpers run 60,777 miles.
St. Paul and Mandan:						
Through run.....	477.00	7	18	1,144,630	58,035	
Short run, St. Paul to Fargo.	277.10	6	4	172,910	43,237	
St. Paul and Mitchell:						
East division, St. Paul to Aberdeen.	296.02	7	5	303,362	60,672	1 helper runs 87,204 miles.
West division, Aberdeen to Mitchell.	126.97	6	2	79,229	39,614	
St. Paul, Ortonville, and Fargo	307.32	6	5	191,767	38,353	
St. Paul and Watertown.....	236.23	6	4	147,407	36,852	
St. Vincent and Crookston.....	90.03	6	1	58,178	58,178	
Sault de Ste. Marie and Gladstone.	153.14	6	2	95,569	47,784	
Sheboygan and Princeton.....	79.22	6	2	49,433	29,716	
Sparta and Viroqua.....	35.65	6	1	22,245	22,245	
Stevens' Point and Portage.....	73.84	6	1	46,076	46,076	
Tracy and Pierre.....	255.69	6	6	243,601	40,600	2 helpers run 84,061 miles.
Tracy and Redfield.....	164.14	6	3	102,423	34,141	
Wabasha and Zumbrota.....	59.20	6	1	36,940	36,940	
Wadena and Fergus Falls.....	53.36	6	1	33,296	33,296	
Watertown and Madison.....	38.97	12	1	48,634	48,634	
Winona and Tracy.....	229.43	6	6	199,324	33,221	2 helpers run 56,160 miles.
Worthington and Mitchell.....	135.31	6	2	84,433	42,216	

## ELEVENTH DIVISION.

Alexandria and La Fayette, La.	85.82	7	1	59,871	59,871	Service extended Sept. 3, 1888; increase distance 21.36 miles.
Arkansas City and Warren, Ark.	56.60	0	1	35,318	35,318	
Bremond and Albany, Tex. <sup>1</sup>	230.89	7	4	155,299	38,824	<sup>1</sup> Trains run west of Walnut daily, 125 miles, except Sunday.
Burnet and Austin, Tex.....	60.72	6	1	37,889	37,889	
Cairo, Ill., and Texarkana, Ark. <sup>2</sup>						<sup>2</sup> Clerks register at Cairo, Ill. 4.55 miles from Bird's Point, Mo. 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).
Cairo, Ill., to Pine Bluff, Ark.	270.71	7	4	197,618	49,404	
Pine Bluff to Texarkana, Ark.	151.76	7	3	110,785	36,928	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## ELEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Calmesnell and Trinity, Tex. . . . .	66.81	7	1	48,771	48,771	
Commerce and Fort Worth, Tex. . . . .	98.31	7	2	71,766	35,883	
Conroe and Somerville, Tex. . . . .	70.93	7	2	51,778	25,889	
Corpus Christi and Laredo, Tex. . . . .	161.60	7	3	117,968	39,322	
Corsicana and Hillsborough, Tex. . . . .	42.00	7	1	30,660	30,660	
Dallas and Kerna, Tex. . . . .	40.38	6	1	30,813	813	
Denison and Houston, Tex. . . . .	337.09	7	10	492,150	44,215	
Denison and Mineola, Tex. . . . .	103.19	7	2	75,534	37,767	Service curtailed to end at Mineola, Tex., decrease 44.40 miles.
Denison and Taylor, Tex. . . . .	258.50	7	8	377,410	47,176	Service performed by closed pouches between Mineola and Troupe, Tex., Mar. 8, 1889.
Denver, Colo., and Fort Worth, Tex. <sup>2</sup>						Formerly Denison and San Antonio R. P. O.; decrease in distance 116.50 miles.
Denver, Colo., to Folsom, N. Mex.	285.20	7	4	208,196	52,049	<sup>2</sup> Reported last year as Denver and Pueblo, Colo., R. P. O. and Clarendon and Fort Worth, Tex., R. P. O., with closed-pouch service between Pueblo, Colo., and Clarendon, Tex.; 1 helper runs 56,940 miles.
Folsom, N. Mex. to Fort Worth, Tex.	518.80	7	7	435,064	62,236	
Fayetteville and St. Paul, Ark.	351.86	7	1	26,177	26,177	Established July 26, 1888.
Fort Smith, Ark., and Leland, Miss. <sup>4</sup>						<sup>4</sup> 1 helper runs 46,428 miles.
Fort Smith to Little Rock, Ark.	168.00	7	4	169,968	42,267	
Little Rock, Ark., to Leland, Miss.	137.70	7	3	100,521	33,507	
Fort Smith and Mansfield, Ark. <sup>5</sup>	82.32	14	1	46,187	46,187	<sup>5</sup> Double daily service performed by 1 clerk.
Fort Smith, Ark., and Wagoner, Ind. T. <sup>6</sup>	89.38	7	1	51,125	51,125	<sup>6</sup> R. P. O. service established Sept. 17, 1888.
Fort Worth and Guide, Tex. . . . .	53.78	7	1	89,259	39,259	
Galveston, Ark., and Shreveport, La.	61.04	6	1	38,088	38,088	
Greenville and Dallas, Tex. . . . .	54.64	7	1	39,887	39,887	
Gurden and Camden, Ark. . . . .	37.07	6	1	23,131	23,131	
Helena and Clarendon, Ark. . . . .	48.77	6	1	30,432	30,432	
Hempstead and Austin, Tex. . . . .	115.16	7	2	84,066	42,033	
Hennetta and Dallas, Tex. . . . .	159.23	7	2	116,213	58,118	
Houston and Eagle Pass, Tex.						1 helper between Houston and Columbus, Tex. (64.97 miles), on trains 19 and 20.
Houston to San Antonio, Tex.:						
Day line . . . . .	218.01	7	4	224,117	56,027	
Night line . . . . .	218.01	7	3	159,147	53,049	
San Antonio to Eagle Pass, Tex.	168.69	7	3	123,143	41,048	
Houston and Galveston, Tex.:						
Day line . . . . .	51.40	7	1	37,522	37,522	
Night line . . . . .	51.40	7	1	37,522	37,522	
Jacksonport and Brinkley, Ark.	60.90	6	1	38,001	38,001	
Jefferson and McKinney, Tex.	155.46	7	3	113,485	37,828	
Kenedy and Corpus Christi, Tex.	89	6	1	55,536	55,536	
Kiowa, Kan., and Panhandle, Tex.	217.20	7	3	103,552	34,517	R. P. O. service established Dec. 4, 1888.
Knobel and Helena, Ark. . . . .	140.65	7	3	102,674	34,224	



Statement of miles traveled by railway postal clerks, etc.—Continued.

## ELEVENTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Memphis, Tenn., and Bald Knob, Ark.	93.71	7	2	58,849	34,214	Service established Aug. 20, 1888.
Memphis, Tenn., and Little Rock, Ark.						Double service established June 15, 1889.
Day line.....	136.00	7	2	99,280	33,093	
Night line.....	136.00	7	2	4,080	2,040	
Monett, Mo., and Paris, Tex.						Double daily service between Monett, Mo., and Fort Smith, Ark., 133.44 miles.
Day line.....	133.44	7	2	97,411	44,705	
Night line.....	133.44	7	5	141,722	52,904	1 helper runs 40,669 miles.
Night line.....	168.63	7	5	123,099		
Monett, Mo., and Vinita, Ind. T.	77.74	7	1	56,750	56,750	
Mount Pleasant and Sherman, Tex.	110.10	7	2	80,873	40,186	
Nashville and Hope, Ark.	27.50	14	1	40,193	40,193	Double daily service.
New Orleans and Bohemia, La.	50.00	6	1	28,576	28,576	Service decreased Mar. 8, 1889, 78 miles; closed pouches be- tween Bohemia, La., and Fort Eads, La.
New Orleans, La., and Houston, Tex.						Double daily service.
Day line.....	362.74	7	6	294,000	49,000	1 helper runs 29,200 miles.
Night line.....	362.74	7	5	264,400	52,960	
New Orleans, La., and Mar- shall, Tex.	369.37	7	5	269,640	53,928	
Newport and Cushman, Ark.	40.57	6	1	25,315	25,315	
Newton, Kans., and Galveston, Tex.	750.31	7	11	602,768	54,797	Dec. 20, 1888, Gainesville and Galveston, Tex., R. P. O., run extended to Newton, Kans., 338.40 miles. This extension takes up and discontinues the Newton, Kans., and Gainesville, Tex., R. P. O.; line divides on Fort Worth, Tex.; north divi- sion is 345.80 miles long; 2 acting helpers from Newton, Kans., to Guthrie, Ind. T., 167.06 miles; 1 helper runs 54,797 miles on south division.
Palestine and Laredo, Tex.						3 helpers run 133,385 miles.
Palestine to San Antonio, Tex.	262.72	7	7	325,170	46,453	
San Antonio to Laredo, Tex.	155.53	7	3	113,538	37,846	
Paris and Weatherford, Tex.	192.35	7	3	140,415	46,805	R. P. O. clerks extend run to end at Weatherford, Tex.; increase distance 93.10 miles. This ex- tension takes up and discon- tinues the Dallas and Weather- ford R. P. O.
Roberts and Ennis, Tex.	55.13	6	1	25,060		Established Oct. 5, 1888, extended 3 miles to Ennis Mar. 11, 1889; R. P. O. service discontinued June 4, 1889.
Rockland and Beaumont, Tex.	73.52	7	1	53,669	53,669	
Rosenberg and Cuero, Tex.	120.29	7	2	87,811	43,905	
St. Louis, Mo., and Texarkana, Ark.						
St. Louis, Mo., to Little Rock, Ark.						
Day line.....	346.00	7	17	810,230	47,660	2 helpers run 52,490 miles from St. Louis, Mo., to Hoxie, Ark.
Night line.....	346.00	7	20	1,010,320	50,516	
Little Rock, to Texarkana, Ark.						
Day line.....	145.72	7	10	192,751	38,550	5 crews of 2 men each perform service on the two lines.
Night line.....	145.72	7				
San Antonio and Kerrville, Tex.	71.75	6	1	44,772	44,772	
Shreveport, La., and Houston, Tex.	234.42	7	4	171,126	42,781	

## Statement of miles traveled by railway postal clerks, etc.—Continued.

## ELEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Taylor and Fayetteville, Tex.	83.29	7	1	54,638	54,638	Service extended Aug. 6, 1888, 13.27 miles.
Taylor and San Antonio, Tex.	115.50	7	4	170,090	42,522	Formerly a part of Denison and San Antonio, Tex., R. P. O. owing to change of time on the L. and G. N. R. R., R. P. O. was cut at Taylor, June 16, 1889.
Temple and San Angelo, Tex.	237.40	7	3	140,512	46,837	Extended Oct. 29, 1888, 35.68 miles.
Texarkana, Ark., and El Paso, Tex.						Line divides on Fort Worth, Tex.
Texarkana, Ark., to Fort Worth, Tex.: Day line.....	254.17	7	7	417,474	59,639	3 helpers run 231,934 miles on day line.
Night line.....	254.17	7	8	371,088	46,388	
Fort Worth to El Paso, Tex.	615.05	7	8	501,181	62,647	1 helper runs 52,195 miles.
Texarkana, Ark., and Gatesville, Tex.	305.39	7	4	222,935	44,587	1 clerk runs between Waco and Gatesville, Tex., 46.39 miles.
Texarkana, Ark., and Houston, Tex.	330.49	7	7	312,067	44,581	2 helpers run 70,810 miles.
Texarkana, Ark., and Whitesboro, Tex.	173.74	7	3	126,830	42,270	
Tyler and Lufkin, Tex.	89.61	7	2	65,415	32,707	
Wallis Station and San Antonio, Tex.	200.58	7	3	146,423	48,807	
West Point and Yoakum, Tex.	50.20	6	1	31,324	31,324	

## RECAPITULATION.

Division.	Distance from register to register on R. P. O. lines.	Number of clerks at work on lines.	Annual distance traveled by postal clerks.	Annual average distance traveled by postal clerks.	Average distance run daily (general average being 328 trips per annum).
	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
First.....	10,396.86	378	13,454,117	35,593	109.85
Second.....	14,443.10	574	23,328,333	40,641	125.43
Third.....	9,458.38	281	11,776,800	41,910	129.35
Fourth.....	17,043.20	368	16,732,338	45,468	140.35
Fifth.....	22,106.58	815	38,047,420	46,694	144.09
Sixth.....	27,726.78	734	31,701,816	43,787	135.15
Seventh.....	20,843.53	525	26,031,174	49,583	153.66
Eighth.....	8,747.00	162	7,362,492	45,447	143.25
Ninth.....	10,267.95	563	25,843,763	51,379	156.57
Tenth.....	18,295.12	407	18,515,642	45,493	140.41
Eleventh.....	13,024.01	268	12,018,937	44,847	138.41
Total.....	172,352.51	*5,005	225,812,832	45,117	139.25

\* Including 7 additional acting clerks.

## EXHIBIT 2.

*Statement of pieces of mail separated for city delivery for the fiscal year ended June 30, 1889.*

City for which separation was made.	Railway post-office making the separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
Boston, Mass .....	Boston, Springfield, and New York.	First ..	216, 019	9, 250	68	127	16, 201, 425	.....
New York, N. Y. ..	Boston and New York	do .....	12, 169	a33	331	510	912, 675	.....
	Boston, Providence, and New York.	do .....	21, 692	a60	348	406	1, 626, 900	.....
	Boston, Springfield, and New York.	do .....	135, 675	a1, 360	662	992	10, 175, 625	.....
	New York and Chicago.	Ninth ..	302, 981	a10, 494	3, 781	6, 871	22, 723, 575	.....
	New York and Dunkirk.	Second ..	55, 358	a5, 507	549	927	4, 151, 850	.....
	New York and Pittsburgh.	do .....	317, 118	a7, 966	2, 238	3, 608	23, 783, 850	.....
	New York and Rochester.	do .....	614, 801	.....	201	292	1, 110, 075	.....
	New York and Washington.	do .....	113, 431	a4, 010	1, 267	2, 026	8, 507, 325	.....
Pittsburgh, Pa. ....	New York and Pittsburgh.	do .....	10, 030	.....	.....	.....	752, 250	.....
Philadelphia, Pa. ....	do .....	do .....	123, 056	a2, 504	.....	.....	9, 229, 200	.....
	New York and Philadelphia.	do .....	12, 794	a478	.....	.....	959, 550	.....
	New York and Washington.	do .....	21, 175	a497	.....	.....	1, 588, 125	.....
Washington, D. C. ....	Baltimore and Grafton.	Third ..	20, 319	.....	64	107	1, 526, 175	.....
	Chicago and Cincinnati.	Fifth ..	7, 670	.....	50	51	575, 250	.....
	Cincinnati and Nashville.	do .....	5, 240	.....	22	22	393, 000	.....
	do d. ....	do .....	9, 375	.....	38	38	703, 125	.....
	Cincinnati and St. Louis.	do .....	11, 289	.....	62	62	846, 675	.....
	do d. ....	do .....	19, 693	.....	69	69	1, 476, 975	.....
	Grafton and Cincinnati.	do .....	11, 646	.....	63	63	873, 450	.....
	do d. ....	do .....	33, 316	.....	87	95	2, 498, 700	.....
	New York and Pittsburgh.	Second ..	14, 988	a64	38	48	1, 124, 100	.....
	New York and Washington.	do .....	14, 457	a592	27	33	1, 084, 275	.....
	Washington and Charlotte.	Third ..	32, 457	.....	70	105	2, 434, 275	.....
	Washington and Wilmington.	do .....	28, 821	.....	70	91	2, 161, 575	.....
	Williamsport and Baltimore.	Second ..	14, 429	.....	35	36	1, 082, 175	.....
Louisville, Ky. ....	Bowling Green and Memphis.	Fifth ..	10, 118	.....	.....	.....	758, 850	.....
	Cincinnati and Nashville.	do .....	39, 490	.....	.....	.....	2, 961, 750	.....
	do d. ....	do .....	19, 706	.....	.....	.....	1, 477, 950	.....
	Cincinnati and St. Louis.	do .....	9, 883	.....	.....	.....	741, 225	.....
Cincinnati, Ohio. ....	do d. ....	do .....	31, 830	.....	.....	.....	2, 387, 250	.....
	Chicago and Cincinnati.	do .....	44, 495	.....	.....	.....	3, 337, 125	.....
	Cincinnati and Nashville.	do .....	23, 833	.....	.....	.....	1, 787, 475	.....
	Pittsburgh and Cincinnati.	do .....	38, 621	.....	.....	.....	2, 896, 575	.....
St. Paul, Minn. ....	Chicago and Minneapolis.	Sixth ..	34, 048	.....	45	134	2, 553, 600	.....
Minneapolis, Minn. ....	do e. ....	do .....	12, 897	.....	61	103	967, 275	.....
	do f. ....	Tenth ..	48, 239	.....	.....	.....	1, 929, 560	.....
St. Paul, Minn. ....	do g. ....	do .....	37, 710	.....	.....	.....	1, 508, 400	.....
St. Louis, Mo. ....	St. Louis and Hallsstad.	Seventh ..	20, 852	.....	.....	.....	1, 563, 900	18, 300
	St. Louis and Kansas City.	do .....	84, 848	.....	.....	.....	6, 363, 600	441, 600
	St. Louis, Moberly, and Kansas City.	do .....	31, 027	.....	.....	.....	2, 327, 025	123, 600

a Heavy mails and delayed connections.

b From July 1, 1888, to October 31, 1888, inclusive.

c Day line.

d Night line.

e From July 10, 1888 to October 31, 1888.

f From November 1, 1888, to April 30, 1889.

g From November 1, 1888, to March 31, 1889.

*Statement of pieces of mail separated for city delivery, etc.—Continued.*

City for which separation was made.	Railway post-office making the separation.	Division to which R. F. O. assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
Kansas City, Mo.	Kansas City and Denver.	Seventh.	2,415				181,125	
	Kansas City and Pueblo.	do	6,609				495,675	
	Kansas City and Wellington.	do	2,303				172,735	
Los Angeles, Cal.	Albuquerque and Los Angeles.	Eighth.	42,875	a25	138	291	3,215,625	
Portland, Oregon	Huntington and Portland.	do	29,652		12	20	2,222,909	
Sacramento, Cal.	Ogden and San Francisco.	do	17,808		17	23	1,335,600	
San Francisco, Cal.	do	do	85,969	a125	26	41	6,446,925	
Total			2,255,247	42,965	10,439	17,345	166,135,316	582,509

a Heavy mails and delayed connections.

b Ten months.

c Five months.

## EXHIBIT 3.

*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 ending June 30, 1889.*

Name.	Railway post-office line.	Date of injury.	Days leave.	Days acting clerk was employed.	Amount paid acting clerk.
J. C. Adams	Edmonton and Gordon	Jan. 30, 1889	150	150	\$526.10
J. D. Alexander	Chattanooga and Atlanta	Dec. 23, 1888	189	189	289.64
R. T. Allison	Charlotte and Atlanta	Nov. 12, 1888	229	204	448.80
C. M. Browne	St. Paul and Mandan	Oct. 27, 1888	240	240	528.00
I. J. Brown	New York and Dunkirk	Aug. 19, 1888	60	60	122.00
A. C. Hoynton	do	Aug. 12, 1888	316	290	616.00
John H. Black	Calmar and Davenport	Dec. 22, 1887	180	180	394.00
J. M. Bittenbender	Kane and Callery	Sept. 4, 1888	15	15	32.33
H. D. Burkholder	Washington and Wilmington	June 16, 1888	365	365	800.00
W. M. Burrow	Bristol and Chattanooga	Jan. 19, 1889	15	15	32.33
G. N. Burghardt	Denver and Ogden	Sept. 7, 1888	5	5	10.99
M. H. Bunn	Chattanooga and Atlanta	Dec. 28, 1888	129	84	184.80
T. C. Blankenship	Kansas City and Pueblo	Aug. 6, 1888	73	70	154.00
C. H. Craggs	Baltimore and Grafton	Sept. 26, 1888	44	27	59.44
George B. Clark	Chicago and Burlington	Feb. 27, 1888	90	90	196.00
L. W. Corbett	Albuquerque and Los Angeles	Aug. 12, 1888	60	50	116.00
J. I. Coleman	Atlanta and Brunswick	May 11, 1889	12	12	26.67
Herbert L. Coleman	Wilkes Barre and Pottsville	May 23, 1888	19	17	37.78
D. F. Cotterman	Toledo and St. Louis	Sept. 18, 1888	69	47	103.40
W. B. Cashin	Springfield and Grafton	Feb. 4, 1889	25	25	55.36
W. P. Colton	Sedalia and Denison	June 15, 1888	30	30	66.67
F. C. Casey	Newport and Springfield	Nov. 10, 1888	120	104	229.80
C. M. Click	Newton and Gainesville	Aug. 16, 1888	60	60	133.34
James S. Dean	Rondout and Stamford	Dec. 26, 1888	60	60	133.34
S. N. Dykeman	Charlotte and Atlanta	Oct. 19, 1887	118	113	248.00
S. E. Eastburn	Baltimore and Grafton	Sept. 8, 1888	17	6	13.33
R. U. D. Evans	St. Paul and Mandan	May 5, 1889	56	56	123.20
S. Erwin	Cincinnati and Chattanooga	May 7, 1889	54	51	112.29
Robert Ellis, Jr.	Pittsburgh and St. Louis	June 19, 1889	11	11	24.41
W. T. Evans	Kansas City and Pueblo	Aug. 6, 1888	6	3	6.67
Orlow A. Everts	Ashland and Abbottsford	Jan. 11, 1888	209	197	435.40
John Frazer	Chicago and Cincinnati	Aug. 16, 1888	240	222	488.10
G. E. Gee	Ashabula and Youngstown	June 21, 1889	60	60	133.34
P. J. Gilligan	Cedar Rapids and Council Bluffs	Dec. 12, 1888	12	13	26.67
J. S. Grant	Norfolk and Raleigh	Feb. 8, 1889	60	44	97.78
John W. Graham	Atlanta and Brunswick	Mar. 26, 1889	30	30	66.67
Daniel H. Griffling	Sag Harbor and New York	June 12, 1889	18	18	39.56
Lord Harlestone	Cairo and Toxarkana	Apr. 1, 1888	240	240	521.74
D. J. Hartnett	Chicago, Freeport and Dubuque	Nov. 12, 1888	90	90	200.00
O. F. Havil	Danville and Cairo	Nov. 15, 1888	19	19	41.80
R. L. Hargrove	Cincinnati and Chattanooga	June 26, 1888	11	11	24.18
C. H. Hiele	Des Moines and Moberly	Mar. 28, 1889	94	94	208.89
J. B. Horton	Chicago and Cincinnati	Dec. 28, 1888	189	189	417.88

Statement of leaves of absence, with pay, granted to railway postal clerks, etc.—Continued.

Name.	Railway post-office line.	Date of injury.	Days leave.	Days acting clerk was employed.	Amount paid acting clerk.
James E. Hurley .....	Chicago, McGregor, and St. Paul .....	Sept. 19, 1887	30	30	65.22
W. H. Hunt .....	Denver, Pueblo, and Leadville .....	Jan. 14, 1889	34	34	75.56
Walter G. Hickey .....	Bureau and Peoria .....	Oct. 14, 1888	45	30	84.79
William E. Hawley .....	Williamsport and Port Clinton .....	Nov. 5, 1888	18	18	39.13
S. N. Jackson .....	Baltimore and Grafton .....	Oct. 6, 1888	240	214	471.52
William J. Klenzie .....	Philadelphia and Port Norris .....	Feb. 2, 1889	60	60	133.34
C. W. Keatts .....	St. Louis and Texarkana .....	Dec. 14, 1888	120	120	266.67
J. L. Killian .....	Charlotte and Atlanta .....	Oct. 19, 1887	111	111	246.15
C. P. Kingman .....	Albuquerque and El Paso .....	Mar. 25, 1889	30	30	66.67
J. M. King .....	Cincinnati and Chattanooga .....	May 7, 1889	53	48	105.49
C. M. Lounsbury .....	St. Paul and Mandan .....	May 6, 1889	60	60	131.86
F. D. Lockwood .....	New York and Dunkirk .....	Aug. 12, 1888	30	4	8.70
E. B. McMillen .....	Portland and Coburg .....	July 16, 1888	30	28	60.87
S. C. McCoy .....	Gainesville and Galveston .....	Sept. 8, 1888	23	11	23.91
William P. McCartney .....	Rochester and Puxsawtawney .....	July 17, 1888	180	180	395.65
Lee H. Morgan .....	Peoria and Oskaloosa .....	Apr. 20, 1888	8	8	17.58
W. W. Milam .....	Carterville and Talladega .....	Mar. 28, 1889	30	30	66.67
Arthur L. North .....	Mandan and Spokane Falls .....	Apr. 2, 1889	57	40	88.00
R. O'Connor .....	Chicago and Minneapolis .....	Dec. 30, 1887	120	120	264.00
S. W. Peoples .....	Kansas City and Pueblo .....	Aug. 6, 1888	9	7	15.40
McC. A. Phillips .....	Nordmont and Hartley Hall .....	June 15, 1888	60	40	88.00
W. N. Parrott .....	Washington and Charlotte .....	July 12, 1888	354	342	754.40
F. W. Patterson .....	North Anson and Portland .....	June 10, 1889	20	20	44.00
C. F. Palmer .....	Vanceborough and Bangor .....	Feb. 23, 1889	90	90	200.90
W. L. Pollock .....	Albuquerque and Los Angeles .....	Dec. 2, 1887	4	4	8.70
W. T. Roberts .....	Chattanooga and Memphis .....	Dec. 31, 1887	184	176	387.20
J. H. Robinson .....	Ogden and San Francisco .....	Aug. 21, 1888	240	240	528.00
H. D. Rives .....	Houston and Eagle Pass .....	Oct. 9, 1888	41	27	59.40
George A. Rice .....	Boston, Springfield, and New York .....	Jan. 11, 1889	30	30	66.67
J. K. Stockard .....	Washington and Charlotte .....	Nov. 15, 1888	74	48	105.60
John A. Slattery .....	St. Paul and Mandan .....	Oct. 27, 1888	49	49	107.80
F. W. Shotts .....	Albuquerque and Los Angeles .....	Dec. 8, 1888	60	60	132.00
O. R. Stephenson .....	St. Paul and Mandan .....	Oct. 27, 1888	33	30	65.22
F. B. Spencer .....	Chicago and Cincinnati .....	Aug. 16, 1888	182	165	363.00
Frank D. Spencer .....	Kansas City and Oxford .....	Sept. 13, 1888	30	8	17.39
J. H. Sullivan .....	Chicago and Cincinnati .....	Aug. 16, 1888	283	204	448.80
W. G. Scott .....	Grafton and Chicago .....	Nov. 14, 1888	189	142	312.40
D. A. Shumate .....	Charlotte and Atlanta .....	Nov. 12, 1888	232	206	453.20
M. J. Spear .....	Skowhegan and Portland .....	June 10, 1889	20	20	44.00
Edward Simpson .....	Peoria and Oskaloosa .....	Apr. 20, 1889	70	68	149.60
H. Sanguin .....	Cairo and Texarkana .....	June 25, 1889	6	6	13.19
J. B. Thornton .....	Pittsburgh and St. Louis .....	June 19, 1889	11	7	15.38
G. L. Thompson .....	Pueblo and Silverton .....	Aug. 17, 1888	18	15	32.61
J. C. Tallcoferro .....	St. Louis and Halstead .....	May 23, 1889	30	22	48.35
J. W. Tiebout .....	New York and Rochester .....	Oct. 8, 1888	14	14	30.43
James Toole .....	Chicago and Cincinnati .....	Aug. 16, 1888	60	46	101.20
A. E. Varley .....	Pittsburgh and Cincinnati .....	June 19, 1889	11	6	13.19
J. C. Ward .....	St. Louis and Texarkana .....	Dec. 14, 1889	60	60	132.00
D. A. Warden .....	Portsmouth and Cincinnati .....	June 28, 1889	8	.....	.....
J. L. Walthall .....	Washington and Charlotte .....	July 12, 1888	300	298	655.60
John Q. West .....	.....do.....	July 12, 1888	300	295	644.00
C. H. Wilson .....	Denver and Ogden .....	Nov. 26, 1888	52	49	107.80
W. R. Wilson .....	Charlotte and Atlanta .....	Oct. 20, 1887	80	80	176.00
Total .....	.....	.....	8542	7904	17,371.41

## EXHIBIT 4.

*Statement of nine matter originating in the divisions mentioned below or sent there for proper distribution by the Railway Mail Service during the fiscal year ended June 30, 1899.*

[*Nines*—Under this general term is embraced all mail matter not addressed to post-offices, or addressed to a post-office without the name of the State being given, or otherwise so incorrectly, illegibly, or insufficiently addressed that it can not be transmitted.]

Division.	First-class matter.							Second-class matter.		
	Returned to writer.	Corrected and forwarded.	Wrong address sent to D. L. O.	Insufficient address sent to D. L. O.	Illegible address sent to D. L. O.	Held for postage.	Total.	Returned to publishers.	Corrected and forwarded.	Canadian matter sent to D. L. O.
First .....	15,347	87,608	17,395	3,502	835	11,807	136,484	22,141	1,519	.....
Second .....	431,890	75,785	507,655	.....	.....	32,552	1,047,882	150,247	.....	1,749
Third .....	(*)	(*)	.....	.....	.....	.....	.....	.....	.....	.....
Fourth .....	.....	21,778	10,987	587	8,951	40,303	.....	.....	.....	.....
Fifth .....	102,288	68,583	25,502	.....	9,742	206,205	115,383	.....	.....	.....
Sixth .....	204,413	30,268	50,616	.....	77,076	362,373	123,462	31,906	.....	.....
Seventh .....	143,599	15,166	80,317	420	169	12,793	252,404	25,260	14,967	.....
Eighth .....	(*)	(*)	.....	.....	.....	.....	.....	.....	.....	.....
Ninth .....	57,414	41,293	15,078	9,315	1,321	19,219	143,640	26,068	17,220	.....
Tenth .....	(*)	(*)	.....	.....	.....	.....	.....	.....	.....	.....
Eleventh .....	(*)	(*)	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	523,061	674,808	286,541	531,879	2,012	170,140	2,189,341	471,561	65,672	1,749

Division.	Third-class matter.				Fourth-class matter.				Grand total.
	Returned to sender.	Sent to D. L. O.	Disposed of as "waste."	Corrected and forwarded.	Corrected and forwarded.	Returned to sender.	Held for postage.	Sent to D. L. O.	
First .....	.....	386	66,141	28,471	1,421	.....	.....	1,781	253,354
Second .....	76,648	{ 68,399 3,056 36,109 }	.....	.....	.....	.....	28,595	.....	1,419,665
Third .....	.....	18,117	.....	122,175	.....	.....	.....	.....	80,565
Fourth .....	.....	85,582	.....	.....	483	58,292	.....	341	466,266
Fifth .....	167,411	142,367	13,309	18,048	508	9,111	.....	2,016	852,523
Sixth .....	.....	295,192	.....	.....	40,697	.....	.....	1,528	648,156
Seventh .....	.....	1,887	148,567	12,889	2,336	.....	.....	1,782	353,769
Eighth .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ninth .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tenth .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eleventh .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	244,059	651,095	214,708	94,292	45,425	67,403	26,595	7,428	4,079,328

\* No record kept.

† Including corrected and forwarded, returned to writer, and disposed of as "waste."

NOTE.—Of the 4,079,328 pieces handled 53.6 per cent. were either returned to sender or corrected and forwarded to destination.

## EXHIBIT 5.

## RAILWAY MAIL SERVICE CASUALTIES.

*July 2, 1888.*—Asheville and Jarretts R. P. O., train No. 18, jumped the track 1 mile east of Sophia, N. C. Apartment car was turned completely over, scattering the mail, much of which was damaged by oil and water, but none lost. Postal Clerk B. B. Freeman slightly injured.

*July 6, 1888.*—Wilkes Barre and Pottsville R. P. O., north-bound, collided with a south-bound train near Nanticoke, Pa. The postal car was badly wrecked and Clerk H. L. Coleman was badly injured, sustaining serious bodily bruises, and being cut across the face from his nose over his left eyelid. No mail lost or damaged.

*July 11, 1888.*—Washington and Charlotte R. P. O., train No. 52, broke through a trestle 2 miles south of Orange Court-House, Va., precipitating whole train, except two sleepers, 70 feet down an embankment. The postal car was totally demolished and the following railway postal clerks killed and injured: H. T. Whittington, killed; H. C. Brightwell, internal injuries and serious cuts and bruises, from which he died July 13, 1888. J. Q. West, thigh-bone broken, cuts and bruises, from which he has never recovered. J. L. Walthall, knee-joint and ligaments of the leg injured, cuts and bruises, from which he has never recovered. W. N. Parrott, thigh-bone broken, testicles and abdomen injured, cuts and bruises, from which he has never recovered. Louis Jenkins, slightly injured. All mail, including registered matter, saved, and forwarded by train No. 50 next day. Delayed twelve hours.

*July 13, 1888.*—Dallas and Weatherford R. P. O., train No. 33, was wrecked 2 miles north of Cresson, Tex. Mail apartment car badly disabled. Postal Clerk H. P. Adams, though uninjured, was caught in the wreck and had to be extricated. Mails transferred, without loss or damage, to engine, in which trip was completed.

*July 15, 1888.*—Denver, Texas and Fort Worth south-bound train (closed pouch service) was wrecked by a washout near Tuscosa, Tex., and the engineer and fireman both killed. Mails delayed two days.

*July 19, 1888.*—Knobel and Helena R. P. O., train No. 901, collided with a freight engine one-half mile from Helena, Ark. Mails thrown from letter-case, but not lost or damaged. Clerk uninjured. Delayed seven hours.

*July 20, 1888.*—Conroe and Somerville R. P. O., train No. 26, was wrecked near Plantersville, Tex. No mails lost or damaged. Clerk unhurt.

*July 22, 1888.*—Albuquerque and Los Angeles R. P. O., train No. 1, was wrecked by spreading of track 4 miles east of Belmont, Ariz. The tender of engine left the track and went over an embankment, followed by mail, baggage, and express cars. Mail car passed over the tender, scraping off its trucks, and turned upon its side badly wrecked, and lying 240 feet from the track. Postal Clerk L. W. Corbett was badly bruised and so wedged in that the baggage-master had to cut him out. Mails saturated with oil, but none lost.

*July 27, 1888.*—San Francisco and Los Angeles R. P. O., train No. 17, collided with a freight engine at Caliente Station, Cal., smashing in forward end of mail car. Clerk T. W. Gaffey was badly bruised about the loins by being thrown against the rack and the letter-case falling on him. Mail damaged by oil, but none lost.

*August 5, 1888.*—Charlotte and Augusta R. P. O., train No. 52, was wrecked 2 miles north of Rock Hill, S. C. Postal Clerk M. Broughton

was knocked senseless and injured in the shoulder and thigh. Mails were badly mixed, but none lost, damaged, or destroyed. Mrs. Wade, wife of Transfer Clerk William Wade, of Columbia, S. O., was on the train, and went into the mail car immediately after the wreck, gathering up and tying together all mail found in the car, which was returned to Charlotte on north-bound train No. 53.

*August 6, 1888.*—Kansas City and Wellington R. P. O., train No. 204, was wrecked 2 miles east of Benedict, Kans. A storm was raging at the time, and the engine struck a tree, which had just been blown across the track, derailing whole train. Mails were thrown from cases and scattered about the floor, considerable being damaged by oil, but none lost. Clerks unhurt.

*August 6, 1888.*—Kansas City and Pueblo R. P. O., train No. 8, was wrecked 3 miles west of Lawrence, Kans., resulting in serious injuries to the following postal clerks: S. W. Peeples, right shoulder and left elbow bruised, incapacitating him for duty; W. F. Evans, nose broken and otherwise incapacitated for duty; T. O. Blaukenchip, right wrist cut by broken glass, also struck in pit of stomach by car door. No mail lost or damaged.

*August 8, 1888.*—Sedalia and Denison R. P. O., train No. 501, collided with coal cars at Chetopa, Kans., disabling postal car and necessitating transfer of mails to baggage car. No injury to clerks or loss or damage to mails.

*August 9, 1888.*—Pacific Junction and McCook R. P. O. was run into by a freight train at Crete, Nebr., breaking in both ends of mail car. No mail lost. Ten packages of letters and four sacks of papers were damaged by water, but forwarded to destination. No one hurt.

*August 11, 1888.*—Cairo and Texarkana R. P. O., train No. 2, was wrecked three miles south of Paragould, Ark., by an open switch, derailing engine and mail car and killing the fireman. Mails scattered and damaged by oil, but none lost. Clerk uninjured.

*August 12, 1888.*—Albuquerque and Los Angeles R. P. O., train No. 2, was wrecked two miles west of Siberia, Cal., resulting from failure of trucks on express car to curve properly. The mail car was thrown down a steep embankment and landed bottom side up. Postal Clerk L. W. Corbett, though wedged in the wreck and cut out by the baggage-man, escaped with a few bruises. All letter mail, more or less damaged by oil, ashes, glass, and water, was taken next day to Albuquerque, N. Mex., assorted, dried, and forwarded to destination, excepting four letters, which were too badly damaged.

*August 13, 1888.*—New York and Dunkirk R. P. O., train No. 3, was wrecked one mile west of Shohola, Pa. A pile of rocks, which had been washed upon the track by heavy rains, was run into by a freight train, and both tracks blockaded. Before train No. 3 could be flagged it ran into the wreck of the freight, and was itself wrecked and the cars thrown down a steep embankment, destroying the postal and other cars, killing one person and wounding forty. Clerk A. C. Boynton injured in right foot, head, and back severely, and has never recovered; I. J. Brown severely cut about head, arms, and hands, and incapacitated for duty sixty days; T. D. Lockwood also incapacitated for duty, but not seriously injured; no mail supposed to have been lost.

*August 14, 1888.*—Bowling Green and Memphis R. P. O., train No. 103, south-bound, collided with No. 102, north-bound, at Brownsville, Tenn. Clerk J. H. Erwin, on No. 103, jumped from his car and sustained injuries incapacitating him for duty. His car was badly damaged, the storage end being completely demolished. J. W. Eskridge, substi-



tute clerk on No. 102, also jumped from his car and sprained his ankle, and was incapacitated for duty. No mail lost or damaged.

August 14, 1888.—Washington and Charlotte R. P. O., train No. 50, was wrecked by colliding with a freight train at Oulpeper Court-House. Va. Postal car badly damaged. No injury to clerks, or loss or damage to mails.

August 16, 1888.—Newton and Gainesville R. P. O., train No. 3, was derailed near Oklahoma Station, Ind. T. Postal clerk C. M. Click jumped from his car, receiving serious injuries, unfitting him for duty thirty days. No mail lost or damaged.

August 16, 1888.—Chicago and Cincinnati R. P. O., train No. 3, ran into a freight train at Grand Trunk crossing, South Lawn, Ill., resulting (as engineer states) from failure of air-brakes to work. The entire train was derailed and postal car thrown into a deep ditch and rapidly filled with water. Clerks injured as follows: J. H. Sullivan, leaped from the car and broke his left foot, also received numerous cuts and bruises; has never resumed duty. John Frazer, wounded about lower limbs and incapacitated for duty. F. B. Spencer, wounded about the head and face. James Toole sustained contusion of left side by being thrown on pile of registered boxes; also injured left shoulder and arm; incapacitated for duty thirty days. Henry Longland and Thomas Kennealy slightly injured. Mail damaged by water, but none lost.

August 17, 1888.—Pueblo and Silverton R. P. O., train No. 34, was wrecked near La Veta, Colo., caused by engine striking a cow, throwing the train from the track. Clerk G. L. Thompson received several severe bruises upon the body and left hand and arm, incapacitating him for duty eighteen days. No mail lost or damaged.

August 18, 1888.—Belfast and Burnham R. P. O., train No. 87, was derailed near Knox Station, Me., by breaking of axle under a freight car. Apartment car slightly damaged and mails transferred to box-car. No injury to clerk or loss or damage to mails.

August 18, 1888.—Washington and Charlotte R. P. O., train No. 51, collided with the Western North Carolina train, which was shifting on main track at Salisbury, N. C. Postal car No. 126 was thrown from the track, necessitating transfer of mails to baggage-car. No injury to clerks or loss or damage to mails.

August 19, 1888.—Cairo and Texarkana R. P. O., train No. 2, was wrecked by a broken rail  $3\frac{1}{2}$  miles south of Bird's Point, Mo. No injury to clerk or loss or damage to mails.

August 20, 1888.—Buffalo and Pittsburgh R. P. O. collided with rear end of a freight train 1 mile south of Rouseville, Pa. Accident due to flagman of freight failing to signal passenger train in time, and passenger engine, caboose, and coal-car of freight were wrecked. Postal clerk F. P. Auer slightly bruised on shoulder and hands. Mails scattered, but none lost or damaged.

August 22, 1888.—The mail steamer *City of Ohester*, running on contract route No. 46098, was run into by the steam-ship *Oceanica*, from China, in the Golden Gate, the outlet from San Francisco Harbor, and the following mails lost: One pouch of letters and seven tie-sacks of papers for Eureka, Cal. One pouch and one tie-sack for Ferndale, Cal., and one brass lock-pouch for Eureka, Cal., containing list of registered matter.

August 23, 1888.—Cairo and New Orleans R. P. O., train No. 4, was wrecked near Way's Bluff, Miss., and entire train, except mail and baggage cars, derailed. No injury to clerks or loss or damage to mails.

August 23, 1888.—Cumberland and Pittsburgh R. P. O., train No. 6,

was wrecked by colliding with a freight train, 1 mile west of Duncan, Pa. No injury to clerks or loss or damage to mail.

*August 23, 1888.*—Texarkana and El Paso R. P. O., train No. 4, was wrecked 4 miles east of Pecos, Tex., caused by depression in the rail, from a decayed tie. The mail car was thrown from the track upon its side and badly damaged and had to be abandoned. Mails transferred without loss or damage to baggage-car. Clerk unhurt.

*August 24, 1888.*—Gainesville and Galveston R. P. O., train No. 1, collided with a freight car at Saginaw Junction, Tex., while crossing the Fort Worth and Denver Railroad. The engine was completely demolished and one end of mail car crushed in. No serious injury to clerk or loss or damage to mails. The shock threw clerk J. A. Glenn out of the side door several feet away from the train, but he escaped with a few bruises.

*August 24, 1888.*—Pacific Junction and McCook R. P. O. collided with a freight train at Exeter, Nebr., slightly damaging mail car. No injury to clerks or loss or damage to mails.

*August 30, 1888.*—Texarkana and Fort Worth R. P. O., train No. 2, was wrecked between Buchanan and Eylau, Tex. Clerk E. R. Goulding sustained slight injuries, but was not disabled. No mails lost or damaged.

*September 3, 1888.*—Bowling Green and Memphis R. P. O., train No. 103, ran into a freight train at Stewart, Tenn., badly damaging postal car No. 2. No mail lost or damaged and clerks escaped injury.

*September 4, 1888.*—Kane and Callery R. P. O. trains (north and south) collided 1 mile north of Shippensburg, Pa. Engines and mail cars considerably damaged, but no mail lost or destroyed. Clerks J. M. Bittenbender and W. S. Copley injured, the former slightly. The latter jumped from his car, injuring his leg, but was not incapacitated for duty.

*September 5, 1888.*—Missouri Valley and White River R. P. O. train collided with two freight cars at Chadron, Nebr., breaking in one end of mail car and throwing letter mail out of cases. Clerk Charles B. Sargent slightly bruised. No mail lost or damaged.

*September 5, 1888.*—Fargo and La Moure R. P. O., train No. 34, was wrecked 2 miles east of Valley Junction, Dak. No injury to postal clerk, car, or mails.

*September 6, 1888.*—Clayton and Chestertown R. P. O. train ran off track between Black's Station (n. o.) and Lambson's (n. o.), Md. No injury to clerk or loss or damage to mails.

*September 8, 1888.*—Albuquerque and Los Angeles R. P. O., train No. 1, was wrecked near Belmont, Ariz. Train had been boarded at Flagstaff by robbers, who compelled engineer to stop. The mail and baggage cars were detached and run some miles ahead. The robbers then went to the mail car and demanded admittance. Clerk in charge, L. W. Corbett, informed them that it was the mail car. In their hurry the robbers had mistaken the mail for the express car, and had left the latter behind. They then mounted their horses and departed. In running the mail and baggage cars back to the point where the train had been left they collided with such force as to wreck both ends of mail-car. Clerk Corbett was thrown violently across the table and sustained severe injuries to his back and right arm. His helper, F. J. Prior, was thrown to the floor, receiving several cuts and bruises. Mr. Corbett had not fully recovered from injuries received in wreck at Siberia, Cal., August 12, 1888. No mail lost or damaged. Five and one-half hours late.

*September 8, 1888.*—Gainesville and Galveston R. P. O., train No. 2, was wrecked between Alvin and Galveston, Tex., caused by breaking of axle under tender. Clerk S. O. McCoy was severely injured about the head, right knee, and left foot, and incapacitated for duty. No mails lost or damaged.

*September 9, 1888.*—Portland and San Francisco R. P. O., train No. 15, was wrecked by a broken rail between Tehama and Red Bluff, Cal. Mail car crippled and mails transferred, without loss or damage, to smoking car. Clerk unhurt.

*September 10, 1888.*—Taylor and Fayetteville R. P. O., train No. 623, was wrecked when approaching La Grange, Tex., by running over a cow. The engine was seriously disabled and train delayed twenty-five hours. No injury to clerk or loss or damage to mails.

*September 10, 1888.*—Norfolk and Lynchburgh R. P. O., train No. 2, was wrecked by a land-slide, 3 miles east of Farmville, Va. Apartment car completely demolished, but no mails lost or damaged. Clerk D. O. Worthington received numerous bruises and had his left leg badly sprained.

*September 11, 1888.*—East Lynne and Brownington R. P. O., train No. 1, was delayed until following day by derailment of engine 1 mile north of Quick City, Mo. No injury to clerk or loss or damage to mails.

*September 12, 1888.*—Elba and Rocky Mount, R. P. O., train No. 50, was thrown from the track 19 miles east of Elba Station, Va., slightly damaging mail apartment car. No injury to clerk or loss or damage to mails.

*September 13, 1888.*—Kansas City and Oxford R. P. O., train No. 40, collided with freight train at Violet, Nebr. Postal car was completely demolished, and Clerk F. D. Spencer severely injured and incapacitated for duty. No mails lost or destroyed, but greater portion damaged by steam and cinders.

*September 13, 1888.*—Richmond and Clifton Forge R. P. O., train No. 2, collided with a freight train near Waynesborough, Va. Apartment car was telescoped by tender of engine and mails scattered, but none lost. Clerk E. J. Doughty was severely bruised about the body and had his knee badly sprained. Clerk W. F. Stone, of the Washington and Charlotte R. P. O., and who was going over the line, had his nose nearly cut from his face, the lower part of his breast-bone broken, and was badly cut about the head and body.

*September 14, 1888.*—Grafton and Chicago R. P. O., train No. 9, left the track and collided with a freight train at Ankeytown, Ohio. Rear end of mail car No. 14 was badly damaged and left crosswise of track. No mail lost or damaged, and clerks only slightly hurt.

*September 15, 1888.*—Omaha and Kansas City R. P. O., train No. 3, was wrecked by spreading of track between Louisville and Manley, Nebr., and entire train derailed. All mail saved, but a portion damaged by water. Clerk unhurt.

*September 17, 1888.*—Toledo and St. Louis R. P. O., train No. 42, was wrecked near Tilton, Ill., by colliding with freight cars which were standing on siding too near main track. Postal car No. 332 was badly demolished, having been telescoped several feet by tender of engine. Clerk J. E. Jester had his leg bruised; Clerk D. F. Cotterman was injured in the back and shoulders. No mail lost or damaged.

*September 17, 1888.*—Washington and Charlotte R. P. O., train No. 50, was wrecked by colliding with a freight train 3 miles south of Oulpeper, Va. Postal car telescoped by tender of engine its full length

and badly damaged. No mail lost, but a portion damaged by water and oil. Clerks escaped without serious injuries.

*September 18, 1888.*—Omaha and Ogden R. P. O., train No. 4, was wrecked at Gardner, Nebr., by breaking of truck under tender of engine. Mail car badly damaged and had to be abandoned. Portion of letter mail damaged by oil from lamps, but none lost or destroyed. Clerks unhurt.

*September 19, 1888.*—Louisville and Bloomfield R. P. O., train No. 54, was wrecked by a broken rail at Long Run, Ky., and mail apartment car badly damaged. Clerk T. J. Countin severely bruised and incapacitated for duty. Mails slightly damaged, but none lost or destroyed.

*September 20, 1888.*—Bremont and Albany R. P. O., train No. 34, was wrecked 3 miles east of Corcoran, Tex., causing a delay of fifteen hours. No injury to clerk or loss or damage to mails.

*September 21, 1888.*—Bellwood and Punxsutawney R. P. O., train collided with passenger train 1 mile north of Berwindale, Pa. Mails scattered, but none lost or damaged. Clerk unhurt.

*September 22, 1888.*—San Antonio and Kerrville R. P. O., train No. 6, ran over a cow, between Waringford and Comfort, Tex., derailing entire train and throwing it 6 feet down an embankment. One passenger killed and several wounded. Some mail crushed out of shape and covered with mud, but none lost. Clerk unhurt.

*September 22, 1888.*—Houston and Eagle Pass R. P. O., train No. 19, was attacked by train robbers between Harwood and Flatonia, Tex., delaying train five hours. Clerk E. L. Sarran states that no mails were disturbed, but found ten bullet holes in left side of car.

*September 25, 1888.*—Farmington and Pendleton R. P. O., train No. 5, while running at a high rate of speed, struck a cow 3 miles west of Riparia, Wash., throwing her against the bank. The animal rolled back under the mail car, derailing it and first passenger coach, and both were abandoned. Mails transferred, without loss or damage, to box car in which run was completed. Clerk unhurt.

*October 1, 1888.*—San Francisco and Los Angeles R. P. O., train No. 19, ran through an open switch, at Ripon, Cal. Engine and mail car badly wrecked. Mails transferred to baggage car without loss or damage. Clerk unhurt.

*October 2, 1888.*—New York and Chicago R. P. O., train No. 1, collided with a freight train at Air-Line Junction, Ohio, derailing engine and mail car, breaking coupling of storage end and damaging platform, necessitating its abandonment. Clerk T. C. Mahan slightly injured on back and wrist. Mails badly mixed, but none lost or damaged.

*October 6, 1888.*—Baltimore and Grafton R. P. O., train No. 3, collided with a freight train near Dickerson, Md., completely demolishing postal car No. 54. Postal Clerks J. A. Casey and W. H. Wiley were killed. The body of the former was found under the heater, and that of the latter at the bottom of wreck under several tons of mail. Clerk S. N. Jackson, and Substitute Clerk A. O. Crook, were severely injured, and were incapacitated for duty. Although there was a large amount of mail in the car at the time of the accident, a great deal of which was badly damaged, none of importance was lost or destroyed, except twelve public documents and two sacks of post-office supplies.

*October 6, 1888.*—Elba and Rocky Mount R. P. O., train No. 51, was derailed 16 miles east of Rocky Mount, Va., and apartment car slightly damaged. No injury to clerk or loss or damage to mail.

*October 8, 1888.*—New York and Chicago R. P. O., train No. 14, while Postal Clerk W. F. Chapman, and Transfer Clerk J. W. Tiebout, were in

postal car which had just arrived and was standing in Grand Central Station, N. Y., two other postal cars from train No. 12 were thrown violently against their car, throwing both men upon the floor and both seriously bruised, Chapman being rendered unfit for duty.

*October 9, 1888.*—Cairo and Poplar Bluff R. P. O., train No. 80, was wrecked one-half mile east of Little River Station, caused by cattle on the track. Engine, baggage, mail, and express car badly damaged. Chief Clerk S. F. Ryan, who was going over the road in mail apartment, was slightly cut on left knee. No injury to postal clerk or loss or damage to mails.

*October 10, 1888.*—Jacksonport and Brinkley R. P. O., train No. 1, was wrecked 4 miles north of Stowell, Ark., badly damaging mail apartment, and tearing the trucks from beneath it. No injury to clerk or mails. Accident caused by spreading of track.

*October 16, 1888.*—La Junta and Albuquerque R. P. O., train No. 1, collided with a freight train near Morley, Colo., badly damaging engine and mail car. Mails thrown out of cases, but none lost or damaged; clerk unhurt.

*October 18, 1888.*—Harrisburgh and Martinsburgh R. P. O., trains No. 9 and 14, collided near Shippensburg, Pa., caused by the conflicting orders to the engineers of both trains. Both mail apartments were telescoped by the baggage cars and badly wrecked. Mails were taken to post-office at Shippensburg in wagon by postmaster. None was lost, but much damaged. Clerks H. L. Brinkman and F. D. Ramer were considerably bruised and incapacitated for duty several days.

*October 19, 1888.*—Kansas City and Pueblo R. P. O., train No. 6, was wrecked at Osage City, Kans., necessitating transfer of mails to express car. Clerks uninjured.

*October 23, 1888.*—Meridian and Shreveport R. P. O., train No. 1, was wrecked 3 miles west of Brandon, Miss. The postal car was overturned, and a portion of mail damaged by oil, but none lost. Clerk W. L. Lane was badly bruised about the left shoulder. Delayed twelve hours.

*October 25, 1888.*—Nashville and Hickman R. P. O., train No. 51, was wrecked 3 miles west of Hollow Rock, Tenn., by spreading of rails. The entire train went over an embankment 20 feet high, the mail car turning bottom side up, and Clerk R. L. Pybass slightly bruised. Two canvas sacks slightly burnt, but no mail lost or damaged.

*October 27, 1888.*—Chesapeake and Ohio express train No. 1 was wrecked near Charleston, W. Va., and mail apartment car, containing mail for Charleston, W. Va., Huntington, W. Va., Clifton Forge and Huntington R. P. O., train No. 6, Columbus and Charleston R. P. O., and Huntington and Lexington R. P. O., destroyed by fire.

*October 27, 1888.*—Rosenberg and Cuero R. P. O., train No. 151, was wrecked 3 miles from Rosenberg, Tex., caused by broken axle on the engine. No injury to clerk or loss or damage to mails.

*October 27, 1888.*—St. Paul and Mandan R. P. O., train No. 1, ran through an open switch 4 miles east of Motley, Minn. The mail car rolled down an embankment and landed on its side, bridging a small stream. Clerks Chas. M. Brown and John Slattery were severely injured, the latter having his left wrist badly cut. Clerks W. W. Ernest and O. R. Stephenson relieved the injured men and completed trip. No mail lost. Delayed thirteen hours.

*November 12, 1888.*—Charlotte and Atlanta R. P. O., train No. 53, was wrecked by being thrown 17 feet down an embankment between Tugaloo and Cleveland, Ga. The postal car was completely demolished and

sleeper and first-class coach burned. Clerks D. A. Shumate and R. A. Allison severely injured and incapacitated for duty. A quantity of mail burned, lost, and damaged.

*November 13, 1888.*—Madison and Benedict R. P. O., train No. 273, was wrecked and three cars derailed between Madison and Olpe, Kans. No injury to clerk or loss or damage to mails.

*November 13, 1888.*—Ogden and San Francisco R. P. O., train No. 1, collided with a freight engine near Bonnyville, Utah. Forward end of mail car badly wrecked and lamps and windows broken. Clerks slightly bruised. No mail lost or damaged.

*November 14, 1888.*—Grafton and Chicago R. P. O., while running at a high rate of speed, ran through an open switch at Valley Falls, W. Va., and colliding with a freight train, was wrecked and Postal Clerk C. S. Hall instantly killed. Clerks W. G. Scott and Oscar Van Law were badly injured and incapacitated for duty. Postal car badly wrecked. Mails scattered, but none damaged or lost.

*November 14, 1888.*—Dallas and Kemp R. P. O., train No. 1, wrecked 1 mile south of Kleburgh, Tex. Mails transferred without loss or damage to box-car, and trip completed. Clerk unhurt.

*November 16, 1888.*—Kansas City and Memphis R. P. O., train No. 3, while making the St. Louis, Arkansas, and Texas Crossing, between Jonesborough and Nettleton, Ark., was run into by a freight train. Mail apartment car turned over and disabled. Mails damaged by oil and water, but transferred to baggage car without loss. Clerk W. W. Brooks jumped from his car and escaped injury.

*November 18, 1888.*—Gainesville and Galveston R. P. O., train No. 1, left the track 3 miles north of McGregor, Tex., and was wrecked. No injury to clerk, car, or mails. Delayed fifteen hours.

*November 19, 1888.*—Cairo and New Orleans R. P. O., train No. 4, collided with a freight car at McComb City, Miss. Mail car No. 117 badly damaged, necessitating transfer of mails. No injury to clerks or loss or damage to mails.

*November 23, 1888.*—Dallas and Kemp R. P. O., train No. 1, was wrecked at Rylie, Tex, by spreading of track. Mails transferred, without loss or damage, to engine, and trip completed. Clerk unhurt.

*November 24, 1888.*—Nashville and St. Louis R. P. O., train No. 52, collided with a freight train at Earlington, Ky., and mail apartment demolished. Mails transferred without loss or damage to box-car. Clerks unhurt.

*November 26, 1888.*—Phalanx Station (N. O.) and Bergholz R. P. O., train No. 2, was wrecked at New Paris, Ohio, on account of rails spreading. Letter mail thrown from cases, and somewhat damaged by oil and ashes, but none lost. Clerk unhurt.

*November 26, 1888.*—St. Louis, Louisiana, and Kansas City R. P. O., train No. 48, collided with a freight train at Mexico, Mo. Mails scattered, but none lost or damaged. Clerk unhurt.

*November 26, 1888.*—Denver and Ogden R. P. O., train No. 7, collided with Chicago, Kansas and Nebraska express train, No. 18, near Husted, Colo., demolishing both locomotives, the baggage and express car of the latter, and the combination mail and express, and express and baggage cars of the former, the cars and one coach of which took fire and were consumed. Nothing was saved from mail apartment, and Clerk C. B. Wilson had to cut his way out with an ax, barely escaping with his life. His clothing took fire, burning both arms. He was also bruised on chest and leg, and had his ankle sprained, incapacitating him for duty. Two inner-registered sacks, twenty-six registered packages, and

nine pounds of ordinary mail were lost, also one postmarking stamp and type, copy of Postal Laws and Regulations, Postal Guide, and Government revolver No. 119,661.

*November 28, 1888.*—Elba and Rocky Mount R. P. O., train No. 50, was derailed 3 miles east of Rocky Mount, Va., damaging mail apartment, causing a delay of eleven hours. No injury to clerks or loss or damage to mails.

*November 28, 1888.*—Lawrence and Gridley R. P. O., train No. 207, wrecked near Vineland, Kans., and mail car disabled, delaying train seven hours. No injury to clerk or loss or damage to mails.

*November 30, 1888.*—Chicago, Dunbar and Dubuque R. P. O. train was derailed at Byron, Ill. Mails transferred without loss or damage to baggage car. Clerk unhurt.

*November 30, 1888.*—Cairo and Poplar Bluff R. P. O., train No. 802, wrecked 1 mile west of Ash Hill, Mo., caused by cattle on track. Engine and combination mail, baggage and express car thrown from the track and badly damaged. Mails scattered, but none lost or damaged. Clerk unhurt.

*December 1, 1888.*—Carbondale and Scranton R. P. O., train No. 6, was wrecked near Archbald, Pa., caused by axle and wheel of mail compartment car breaking, throwing same off track. Mails thrown to the floor, but none lost or damaged. Clerk uninjured.

*December 1, 1888.*—Fernandina and Orlando R. P. O., train No. 4, was wrecked between Highland and Lawtey, Fla. Mail car slightly injured. No mails lost or damaged. Clerk unhurt.

*December 3, 1888.*—Waldo and Cedar Keys R. P. O., train No. 22, was wrecked 1 mile south of Rosedale, Fla., and mail car badly damaged and postal clerk slightly injured. Mails slightly damaged by oil, but all forwarded to destination.

*December 6, 1888.*—Smithville and Montgomery R. P. O. collided with a freight train 5 miles west of Outhbert, Ga., and mail car totally demolished. Clerks L. M. Johnson and T. G. Champion jumped from the car in time to avoid the collision and sustained some slight injuries. Mails damaged by water and dirt, but none lost.

*December 8, 1888.*—Albuquerque and Los Angeles R. P. O., train No. 2, left the track near Crookton Hill, 10 miles east of Seligman, Ariz., and plunged into a cañon, whose sides were nearly perpendicular and more than 100 feet high. The mail car was completely demolished and Clerk F. W. Shotts dangerously injured. The mail was scattered, the tank upset, and the fire falling from the stove set fire to the sacks. The fire was extinguished by the passengers' assistance before much damage had been done to the mails, none being so badly injured as to prevent forwarding to destination.

*December 9, 1888.*—Kansas City and Wellington R. P. O., train No. 204, was wrecked 2 miles east of Oak Valley, Kans., and mail car disabled. Mails transferred, without loss or damage, to box car. Clerk unhurt.

*December 9, 1888.*—Nashville and Hope R. P. O., train No. 4, was wrecked near Hope, Ark., by ditching of engine. Mail transferred to an "extra," without loss or damage. Clerk unhurt.

*December 10, 1888.*—Seattle and Tacoma R. P. O., train No. 22, was run into at Puyallup Junction, Wash., by freight train No. 18, killing engineer of the latter and one passenger of the former. Draw-head of postal car was broken, but clerk and mails escaped injury.

*December 13, 1888.*—Los Angeles and National City R. P. O., train No. 1, was wrecked near Merle, Cal., caused by forward trucks of tender

leaving the track. Entire train, except one sleeper, derailed, the mail and baggage cars going over an embankment and landing bottom up. Clerk T. K. Rogers turned a complete somersault with his car, but escaped with a few slight bruises. No mail lost or damaged.

*December 15, 1888.*—St. Louis and Halstead R. P. O., train No. 4, was wrecked by a broken switch lever, throwing entire train, except engine, on a side track. The tender of engine was driven into the side of postal car, demolishing the latter. Clerks T. B. Robertson, jr., and W. W. Dugger were each severely bruised and incapacitated for duty. Mails slightly damaged, but none lost.

*December 22, 1888.*—Omaha and Ogden R. P. O., train No. 1, was wrecked in the yards at Omaha, Nebr., by a misplaced switch, disabling postal car and necessitating transfer of the mails. None were lost or damaged and clerks escaped injury.

*December 23, 1888.*—Memphis and Arkansas City R. P. O., steamer *Kate Adams*, burned 40 miles south of Memphis, Tenn., near Commerce Landing, Miss. All mail, including 22 registered-package envelopes, 3 registered packages, and post-office supplies, were destroyed. Clerk L. N. Woods barely had time to escape from the boat.

*December 23, 1888.*—Denver and Ogden R. P. O., train No. 7, derailed 20 miles from Ogden, Utah. No injury to clerk or loss or damage to mails. Delayed fourteen hours.

*December 23, 1888.*—Chattanooga and Atlanta R. P. O., train No. 20, ran through an open switch 12 miles north of Atlanta, Ga., killing Postal Clerk J. H. Young, and seriously injuring Clerks M. H. Bunn and J. D. Alexander. Mails slightly damaged by water, but none lost.

*December 24, 1888.*—Cincinnati and Nashville R. P. O., train No. 5, telescoped Louisville and Knoxville R. P. O., train No. 23, while latter was standing at Bardstown Junction, Ky., 20 miles south of Louisville, Ky., necessitating transfer of mails from No. 23. No injury to clerk or mails of either line.

*December 25, 1888.*—Mount Pleasant and Fort Worth R. P. O., train No. 80, went through a bridge near Fort Worth, Tex., and postal car badly wrecked. Mail turned in to Fort Worth post-office without loss or damage. Clerk unhurt.

*December 26, 1888.*—Burlington and Council Bluffs R. P. O., train No. 4, was derailed by an open switch 2 miles east of Pacific Junction, Iowa. The rear trucks of mail car and forward trucks of baggage car left the track and were dragged one-half mile before train stopped. Postal car was cut out, abandoned, and mails transferred without loss or damage to baggage car. Clerks unhurt.

*December 26, 1888.*—Pittsburgh and St. Louis R. P. O., train No. 7, collided with freight train No. 52, 1 mile west of Weaver's Station, Ohio. Clerk in charge, T. J. Coridan, was thrown backwards against pouch-rack and slightly hurt; Clerk J. A. Kidwell, who was dead-heading from Columbus to take run on same train from Richmond, was thrown against one of the posts of mail car, sustaining injuries to his head and face, incapacitating him for duty. No loss or damage to mails.

*December 27, 1888.*—Cameron and Atchison R. P. O., train No. 63, collided with train No. 5, K. C., St. Joe & C. B. R. R., at the crossing near East Atchison, Mo. Mail car badly wrecked and abandoned. No injury to clerk or mails.

*December 28, 1888.*—New Orleans and Marshall R. P. O., train No. 52, was wrecked by a misplaced switch 3 miles east of St. James, La., and mail car badly damaged. Postal Clerk H. A. Miller badly bruised. No loss or damage to mails.



*December 29, 1888.*—Meridian and New Orleans R. P. O., train No. 2, was derailed 1 mile south of Vicksburg, Miss. Postal car a complete wreck. Clerk and mails uninjured.

*December 31, 1888.*—Harrisburg and Baltimore R. P. O. While car No. 116 of this line was being shifted in the yard at Harrisburg, Pa., preparatory to southbound departure, it collided with another car, on account of misplaced switch. Clerk J. F. Prunty was considerably bruised and cut, and incapacitated for duty for two days. Postal car was repaired in time to be sent out on its regular run.

*January 3, 1889.*—Peoria and Jacksonville R. P. O., train No. 2, collided with a freight train at Pekin, Ill. Mail car injured and had to be cut out. No injury to clerk or loss or damage to mails.

*January 3, 1889.*—Baltimore and Lexington R. P. O., train No. 9, was wrecked  $1\frac{1}{2}$  miles south of Washington, D. C., badly damaging apartment car No. 77 and scattering the mails. No injury to clerk or mails.

*January 8, 1889.*—St. Joseph and Goodland R. P. O. While postal car No. 414 was standing in the yards at St. Joseph, Mo., it was destroyed by fire, and all its contents, being one sack of empty tie-sacks, twenty-one tie-sacks and eleven pouches hung in rack, three catcher-pouches, one dozen balls of twine, and one ink-pad. No one was in the car at the time, and origin of fire unknown.

*January 9, 1889.*—Cairo and New Orleans R. P. O., train No. 1, ran through an open switch 1 mile north of Brook Haven, Miss., jumped the track, and ran into a lumber pile, setting same on fire. Mail car No. 119 was destroyed. Some local mail, together with registry-book of clerk, were burned. The registered matter and nearly all the mail were saved. Clerk John G. Neelis received several cuts and bruises.

*January 11, 1889.*—Shreveport and Houston R. P. O., train No. 1, was wrecked one-half mile north of Keithville, La. No mails lost or damaged, and clerk unhurt.

*January 12, 1889.*—Buffalo and Pittsburgh R. P. O. train was wrecked at Twenty-ninth street, Pittsburgh, Pa., and postal car considerably damaged. Clerks J. W. Powell and A. M. Beers were badly shaken up. No loss or damage to mails.

*January 14, 1889.*—New York, Pennsylvania and Ohio Railroad, express train No. 8, was wrecked near Tallmadge, Ohio, and all matter mailed at the Akron, Ohio, post-office after 9.15 p. m. Saturday and before 5 p. m. Sunday for following destinations, was burned: Foreign, New York City, Maine, New Hampshire, Vermont, Connecticut, Rhode Island, Massachusetts, Erie Railroad east of Salamanca, N. Y., New York, Pennsylvania and Ohio Railroad; also mail for Leavittsburgh and Dayton R. P. O., train No. 5, east of Mansfield, from Cleveland and Cincinnati R. P. O. (night line, bound south), via Galion, and from the Pittsburgh and Crestline R. P. O., train No. 3, via Mansfield.

*January 15, 1889.*—East Lynne and Brownington R. P. O., train No. 2, was wrecked by spreading of track 4 miles north of Clinton, Mo., and engine, mail car, and one coach derailed. Clerk H. L. Moore was thrown upon his back and severely bruised, but not entirely disabled. Mail scattered, but none lost or damaged.

*January 16, 1889.*—Pittsburgh and Washington R. P. O., train No. 125, collided with a coal train at Idlewood, Pa. No injury to clerk, car, or mails.

*January 18, 1889.*—Wellsville and Bradford R. P. O., train No. 2, was ditched at Rixford, Pa. No injury to clerk, car, or mails. Delayed six hours.

*January 19, 1889.*—Wellsville and Bradford R. P. O., train No. 2, ran off track near Rew, Pa. No injury to clerk, car, or mails. Delayed one hour.

*January 19, 1889.*—Bristol and Chattanooga R. P. O., train No. 2, ran over a misplaced switch and into rear end of a freight train at Myers, Tenn. Postal car considerably damaged. No mail lost or destroyed, but a number of letters saturated with oil and water. Clerk W. M. Burrow jumped from the car, receiving several bruises and a severe cut over the right eye. Substitute Clerk J. H. Schroeder also jumped, receiving numerous cuts and bruises and a sprained ankle.

*January 20, 1889.*—Portland and San Francisco R. P. O., train No. 15, ran upon a cow near Riddles, Oregon, derailing engine, mail and express cars, and three sleepers. Mail was thrown out of cases and slightly injured by dirt, but none lost or destroyed. Clerk unhurt. Delayed eleven hours.

*January 21, 1889.*—Clayton and Chestertown R. P. O. was wrecked between Lambson's and Black Station, Md., caused by freight car leaving the track, the trucks of which were thrown against the mail car, standing the latter nearly on end. Clerk F. H. Greenwood was thrown violently in the corner of his car, but miraculously escaped injury. No mails lost or damaged.

*January 21, 1889.*—San Bernardino and Riverside R. P. O., train No. 3, was wrecked by spreading of rails, midway between East Riverside and Alessandro, Cal. The forward platform and trucks were completely torn from mail car, and the floor and left side of car badly split. Clerk H. E. Fendge escaped with a few bruises. Mail considerably damaged by oil, but none lost. Delayed five hours.

*January 21, 1889.*—Ashtabula and Youngstown R. P. O., train No. 10, collided with a freight train at Tyrrell, Ohio, and postal car badly wrecked. Clerk G. E. Gee received a fracture of the rib, and was incapacitated for duty. Mail taken back to Ashtabula post-office and dispatched. None lost.

*January 22, 1889.*—Pottsville, Tamaqua, and Herndon R. P. O., train No. 2, was wrecked 3 miles south of Tamaqua, Pa. Postal Clerk H. J. Strouse was slightly bruised and suffered from nervous shock. Mail delayed three hours, but none lost or damaged.

*January 22, 1889.*—El Paso and Los Angeles R. P. O. (west-bound). Postal Clerk E. C. De Baca had so large a mail that he was compelled to pile some of it near the stove. At night (while he was asleep) he was awakened by car being full of smoke. He stopped the train and found that some mail had caught fire from falling against the stove and was briskly burning. With the help of train hands the fire was extinguished, after destroying two tie-sacks of paper mail for Phoenix, Ariz., and one for Temple, Ariz. Some registered cases were burned on outside, but contents not damaged.

*January 25, 1889.*—Dallas and Kemp R. P. O., train No. 1, was wrecked by spreading of track, at Simonds, Tex. Mails transferred to engine. Clerk unhurt.

*January 25, 1889.*—Salamanca and Oil City R. P. O., train No. 28, collided with another train just north of Oil City, Pa. No injury to clerk or loss or damage to mails.

*January 27, 1889.*—Paris and Weatherford R. P. O., train No. 11, was wrecked between Wylie and Copeville, Tex. Arrived at Paris, Tex., next day, eighteen hours late. No injury to clerk or loss or damage to mails.

*January 28, 1889.*—Houston and Eagle Pass R. P. O., train No. 18,

while detained at Luling, Tex., by a freight wreck, was run into from the rear by a freight train, telescoping the last coach and smashing in front end of express car. No damage to mail apartment or mails. Clerk uninjured.

*January 28, 1889.*—Garrison and Butte City R. P. O. train was wrecked 7 miles west of Butte City, Mont., and combination mail and baggage car damaged. No mails lost or damaged and clerk unhurt.

*January 29, 1889.*—Albuquerque and Los Angeles R. P. O., train No. 1, collided with a construction train at Needles, Cal., caused by a misplaced switch. The tender of the engine telescoped the postal car as far as the letter cases, completely demolishing it. The heater overturned and set fire to the car. Clerk L. W. Corbett was thrown down between the paper racks and the tender, but fortunately escaped without serious injury. Substitute Clerk Gratton sustained slight bruises. As soon as the clerks recovered from the shock they broke a window and climbed out; procuring an axe, they cut through to the heater and with difficulty extinguished the fire. All the mail, including registered matter, was rescued. Some letter mail was damaged by oil and water, but was forwarded to destination. A few tie-sacks were scorched, but contents not damaged.

*January 30, 1889.*—Roberts and Gnide R. P. O., train No. 54, was wrecked between Kaufman and Terrell, Tex., damaging the mail car. Mail was transferred to box car without loss or damage and trip completed. Clerk unhurt.

*January 30, 1889.*—Eatonton and Gordon R. P. O., train No. 21, ran through a trestle 4 miles south of Milledgeville, Ga., completely wrecking mail car and seriously injuring clerk, J. O. Adams. No mail lost or damaged. Delayed twelve hours.

*February 6, 1889.*—Wheeling and Huntington R. P. O., train No. 4, collided with a freight train near Williamson, W. Va., damaging mail apartment car and seriously bruising Clerks H. E. Tippet and Thomas G. Hogg. No mail lost or damaged.

*February 8, 1889.*—Norfolk and Raleigh R. P. O., train No. 41, ran into an open switch at R. R. Company's shops near Raleigh, N. C., badly damaging the postal car and seriously injuring clerk, J. S. Grant. No mail lost or damaged.

*February 12, 1889.*—Wendover and Cheyenne R. P. O. was derailed 2 miles south of Horse Creek Station, Wyo., mail car damaged and rendered unfit for service. Mails transferred without loss or damage to caboose. Clerk unhurt. Delayed eight hours.

*February 13, 1889.*—Chicago and Quincy R. P. O., train No. 15, collided with a freight train near St. Augustine, Ill., badly wrecking mail car. A portion of letter mail damaged by water and oil. One registered package, No. 96, from North Bloomfield, Cal., to Avon, Ill., was lost. Clerks escaped injury.

*February 14, 1889.*—Train No. 71 (closed-ponch service), leaving Orlean, Ind., was thrown from the track, and three locked pouches each for Paoli, Lick Creek, and French Lick, Ind., also some sacks of paper mail were burned. Three pouches for West Baden, Ind., were saved.

*February 15, 1889.*—Burlington and St. Louis R. P. O., train No. 71, collided with a freight train near Keokuk, Iowa. Mail car damaged and rendered unfit for service. Mails transferred without loss or damage to baggage car. Clerks unhurt.

*February 20, 1889.*—Raleigh and Gibson's Station R. P. O., train No. 38, was derailed near Hoffman, N. C., and apartment car slightly damaged. No injury to clerk or loss or damage to the mails.

*February 22, 1889.*—San Francisco and Los Angeles R. P. O., train No. 17, was boarded by robbers at Pixley, Cal., who got on front end of mail car and, climbing over the tender, ordered the engineer to pull out. When about 2 miles from Pixley, they ordered the train stopped, when they placed a bomb under the express car, compelling the messenger to surrender. They then entered and robbed the car. A number of passengers, who left the coaches and went forward to learn the cause of delay, were fired upon by the robbers and two killed. The mail car was not molested. Delayed one and one-half hours.

*February 22, 1889.*—Atchison and Lenora R. P. O., on leaving Lenora, Kans., caught fire from the stove and was slightly damaged. Fire was extinguished by use of hand grenades. No loss or damage to mails.

*February 22, 1889.*—Paris and Weatherford R. P. O., train No. 26, was wrecked 4 miles east of Parsons, Tex. Mail apartment was thrown from the track and rolled 6 feet down an embankment and badly damaged. Clerk T. T. Murphy slightly bruised. Mail damaged by oil, but none lost.

*February 23, 1889.*—Corpus Christi and Laredo R. P. O., train No. 2, was wrecked 28 miles from Laredo, Tex., and mail apartment and coach turned over. Mail transferred to a special without loss or damage, arriving at Laredo nine hours late. Clerk unhurt.

*February 23, 1889.*—Vanceborough and Bangor R. P. O. (day line east) was derailed at a point 2 miles east of Kingman, Mo. Postal car No. 563 was overturned and immediately took fire, presumably from the stove. Clerk in charge, W. D. Mudgett, was pinned down in the wreck and burned to death, scarcely a bone of his body being left. C. F. Palmer, second clerk, was also caught in the debris, but by prompt action on the part of the trainmen was rescued, though sustaining very severe external and internal injuries. He was carried a safe distance from the wreck and laid down, where he directed the trainmen to cut away a certain portion of the burning car that contained the storage mail, thereby saving the larger portion. Nearly all the provincial paper mail was burned. Three registered pouches for St. John, N. B., and an inner registered sack from Bangor to Calais, Me.; also several way registers, all of which were completely destroyed, together with the equipments of the mail car. G. W. Soper, of the Bangor and Boston R. P. O., hearing of the accident at his home, immediately started for Kingman and rendered valuable service after his arrival.

*February 24, 1889.*—Arcadia and Cherry Vale R. P. O., train No. 16, was wrecked by broken wheel under the mail car at Pittsburgh, Kans., necessitating transfer of mail to baggage car. No injury to clerk or loss or damage to mails.

*February 26, 1889.*—Cairo and Elmot R. P. O., steamer City of Vicksburg, was discovered to be on fire at 12.40 a. m. Clerk in charge, O. B. Ferguson, after a hard struggle, succeeded in putting out the fire and saving all government property. No mails lost or damaged. Delayed seventeen hours.

*February 26, 1889.*—Greensborough and Winston R. P. O., train No. 7, was wrecked near Colfax, N. C., by running into a land slide. No damage to mail apartment car, mails, nor injury to clerk on duty.

*February 28, 1889.*—Kansas City and Joplin R. P. O. While the train was backing up toward depot at Joplin, Mo., an open switch threw it against loaded coal cars, demolishing postal car No. 274, and badly bruising Postal Clerk John Dunlap, but not incapacitating him for duty. No mails lost or damaged.

*March 6, 1889.*—Wilkesbarre and Pottsville R. P. O., train No. 494,

left the track between Black Ridge and Cranberry Junction, Pa., badly wrecking postal car No. 408. No injury to clerk or loss or damage to mails.

*March 6, 1889.*—Orleans and St. Francis R. P. O., train No. 136, while standing at the depot at Oxford, Nebr., was run into by a freight train, which smashed in the mail end of apartment car, rendering it temporarily unfit for further service. Neither clerk nor mails sustained any injury.

*March 8, 1889.*—Sedalia and Denison R. P. O., train No. 1. Engine and postal car left the track 4 miles south of Fort Scott, Kans. One letter case was knocked from its position, resulting in the breaking of several oil lamps and the damaging, by oil, of a large amount of mail matter. Clerks uninjured.

*March 13, 1889.*—Portland and San Francisco R. P. O., train No. 16, was wrecked by the washing out of a culvert,  $1\frac{1}{2}$  miles north of Roseville, Cal. The mail, baggage, express, and Pullman cars went over an embankment, badly wrecking the mail car. Substitute clerk O. L. Hobbs was thrown among the paper racks and was badly cut about the head by the hooks, one ear being nearly torn from his head. No mail lost or sufficiently damaged to prevent forwarding to destination.

*March 15, 1889.*—Minneapolis, Hayfield and Waterloo R. P. O., train No. 5, was wrecked near Stanton, Minn., caused by the breaking of an axle under the engine. Postal Clerk R. J. Thompson sustained a slight sprain of the left leg. No mail lost or damaged.

*March 20, 1889.*—Nevada and Larned R. P. O., train No. 482, was derailed 1 mile east of Conway Springs, Kans., owing to the breaking of an axle under the tender. No injury to clerk, or loss, or damage to mails. Delayed four hours.

*March 22, 1889.*—Cartersville and Talladega R. P. O., train No. 2, was wrecked near Merrellton, Ala. The trucks under a lumber car breaking loose were run upon by the mail car, derailling the latter and turning it over. Postal Clerk W. W. Milam jumped as his car turned and saved his life, but sprained his ankle and was incapacitated for duty. No mail lost or damaged. Delayed twelve hours.

*March 23, 1889.*—Griffin and Columbus R. P. O., train No. 51, was wrecked 4 miles north of Shiloh, Ga. The engine and tender left the track and rolled down an embankment, killing both engineer and fireman. Postal car badly damaged. No injury to clerk, or loss or damage to mails. Delayed twelve hours.

*March 23, 1889.*—Meridian and New Orleans R. P. O., train No. 1, was wrecked 2 miles north of Enterprise, Miss.; caused by the trucks under tender giving away and knocking the trucks from under mail car, derailling the latter, the express, and the second-class coach. The mail car was badly wrecked and the mail somewhat damaged by oil, but none lost or destroyed. Clerk W. F. Smith escaped with a few light bruises.

*March 25, 1889.*—Albuquerque and El Paso R. P. O., train No. 3. As the train was rounding a curve in the yard near Rincon, N. Mex. Postal Clerk C. B. Kingman was thrown from the car and had his nose broken and was otherwise bruised and incapacitated for duty.

*March 26, 1889.*—Atlanta and Brunswick R. P. O., train No. 13, collided with a freight train near Stockbridge, Ga., badly wrecking mail car and slightly injuring Postal Clerk John W. Graham. The engineer was instantly killed. No mail lost or damaged.

*March 28, 1889.*—Des Moines and Moberly R. P. O., train No. 8, was wrecked 3 miles north of Queen City, Mo., caused by a bridge at that

point being burned. The engine and postal car were overturned and precipitated 15 feet down an embankment, killing both engineer and fireman. Postal Clerk C. H. Hisle was severely injured, sustaining a severe cut on right arm and injuries to his back. Mail was taken from wreck in very bad condition, but was forwarded on train No. 2 the next day. None lost.

*April 2, 1889.*—Omaha and Beatrice R. P. O. (north bound) collided with a freight car at Waloo, Nebr., damaging mail car, but doing no injury to clerk or mails. Delayed five hours.

*April 2, 1889.*—Omaha and Ogden R. P. O., train No. 1, collided, at Fremont, Nebr., with an empty box car which had been blown across main track during a heavy storm. No injury to clerks or loss or damage to mails.

*April 4, 1889.*—Pacific Junction and McCook R. P. O., train No. 4, collided with a wild engine at Crete, Nebr., wrecking both engines, but doing no injury to clerks or mail.

*April 18, 1889.*—Denver and Ogden R. P. O., train No. 7, was wrecked by a rockslide 7 miles east of Cimarron, Colo. Mail car abandoned and mails transferred—without loss or damage—to baggage car. Postal Clerk G. N. Burghardt jumped from the car upon the rocks and was considerably bruised.

*April 20, 1889.*—Peoria and Oskaloosa R. P. O., train No. 4 (bound east), was wrecked at Cedar Creek bridge, about 4 miles west of Abingdon, Ill., caused by the breaking of a flange on the wheel of a freight car immediately in front of mail car. The train fell through a trestle-bridge a distance of 20 feet, the postal car turning over and catching fire from lamps. Postal Clerks Edward Simpson and Lee H. Morgan were both severely injured, the former having one rib broken and injured about the head and back. The latter was thrown out of the car door, receiving severe cuts about the head, and was also badly bruised. The conductor of the train and one passenger were killed and a number of persons seriously injured. The contents of postal car were entirely destroyed by fire, including 5 registered letters and clerk's record of the same, 15 pouches, and 20 tie-sacks, with contents; also personal property of both clerks.

*May 2, 1889.*—Sheffield and Jasper R. P. O., train No. 1, was wrecked 22 miles north of Jasper, Ala., and postal car completely demolished. No injury to clerk or loss or damage to mails.

*May 4, 1889.*—Topeka and Fort Scott R. P. O., train No. 282, was wrecked 3 miles south of Garnett, Kans., caused by a broken flange on the drive-wheels of the engine. The engine and postal car went over an embankment, landing on opposite sides. No injury to clerk or loss or damage to mails.

*May 5, 1889.*—St. Paul and Mandan R. P. O., train No. 1, collided with east-bound freight train No. 18,  $1\frac{1}{2}$  miles east of Crystal Springs, Dak., caused by operator at Steele, Dak., making an error in train order and dispatcher at Jamestown, Dak., failing to detect it when repeated. Postal Clerk Edward Slattery was crushed under the wreck and scalded by escaping steam from the locomotives. He died four hours after the collision. Clerk C. M. Lounsberry had his left leg broken below the knee and was badly scalded on face, back, and arms. Clerk R. U. D. Evans was severely bruised and scalded on chest, back, and arms. The postal car was completely demolished. Portions of mail were buried under the wreck and were not recovered until several days after. All registered mail saved except package No. 66, postmarked April 29, 1889, at Worcester, Mass., for Sterling, Dak., supposed to

have contained \$15. Nearly all letter and paper mail was recovered and forwarded to destination, but much was soiled, torn, and badly damaged by mud and water.

*May 7, 1889.*—Cincinnati and Chattanooga R. P. O., train No. 2, collided with freight train No. 21, near Glen Mary, Tenn., caused by error of operator in transcribing order of train-dispatcher. Postal Clerk S. H. Erwin had his left arm broken in three places and two ribs broken; also injured internally. Clerk J. M. King was badly bruised about the head, face, and legs. One fireman was killed and express messenger, baggage-master, and train porter badly injured. Postal car totally wrecked. Mail badly scattered, but none lost or damaged.

*May 7, 1889.*—Richmond, Lynchburgh, and Clifton Forge R. P. O., train No. 1, was wrecked near Pemberton, Va., demolishing the postal car and severely bruising Clerk J. T. Ligon. No mail lost or damaged.

*May 11, 1889.*—Texarkana and El Paso R. P. O., train No. 3, was derailed near El Paso, Tex., caused by running into an open switch. Postal car badly damaged; also one package of letters by oil from lamp. No injury to clerk or loss to mails.

*May 23, 1889.*—St. Louis and Halstead R. P. O., train No. 3, was wrecked near Sullivan, Mo., and the postal and other cars thrown over an embankment 30 feet high, completely demolishing postal car. Mails were scattered over the ground and Clerks J. L. Stice and J. C. Talliaferro seriously injured and incapacitated for duty. Some mail damaged, but none supposed to have been lost.

*May 29, 1889.*—Baltimore and Grafton R. P. O., train No. 1, was wrecked near Rockville, Md., caused by spreading of track. The postal car was badly damaged, but clerks escaped injury, and no mails were lost or destroyed.

*June 6, 1889.*—Chattanooga and Meridian R. P. O., train No. 1, broke through a burning trestle, 15 miles south of Tuscaloosa, Ala., the engine, mail, and baggage cars falling through to the bottom of a ravine and immediately catching fire. Postal Clerk George T. Smith escaped unhurt, and, at great personal risk, re-entered the burning car and saved nearly all the letter mail, his entire registered mail, and some of the paper mail. The car No. 102, together with fifty canvas sacks of papers and about twelve letters, were entirely destroyed.

*June 10, 1889.*—Portland and Coburg R. P. O., train No. 4, ran into an open switch at Townsend, 3 miles south of Woodburn, Oregon, badly wrecking locomotive. The postal car left the track, slightly injuring Clerk O. W. Olney and scattering the mail. No mail lost, nor was any sufficiently damaged to prevent forwarding to destination.

*June 10, 1889.*—Skowhegan and Portland R. P. O. (east bound) ran into a washout near Oakland, Me., resulting in the injury of Clerk-in-Charge M. J. Spear, F. W. Patterson, of the North Anson and Portland R. P. O., and A. S. Libby, a former clerk of the Skowhegan and Portland, who was running with Spear to instruct him in his duties. The latter was badly bruised and incapacitated for duty. Libby was seriously injured, having three ribs broken, also internal injuries. Patterson had both legs broken (one in two places) and one arm broken. Two registered packages lost. Letter mail, for points east of Oakland, slightly damaged and some lost.

*June 10, 1889.*—St. Louis and Texarkana R. P. O., train No. 754, was derailed in the yard at St. Louis, Mo., and postal car badly damaged. No mail lost or damaged. Postal Clerk George Kraft was slightly bruised about the head.

*June 11, 1889.*—Baltimore and Grafton R. P. O., train No. 2, was  
H. Ex. 1, pt. 4—51

wrecked by colliding with a freight train near Cumberland, Md. The front end of postal car was badly wrecked, but clerks escaped injury. No mail lost or damaged.

*June 12, 1889.*—Sag Harbor and New York R. P. O., when nearing Sag Harbor, N. Y., and while train was running at a high rate of speed around a curve, Postal Clerk Daniel H. Griffing was thrown from the car when in the act of changing the catcher. He sustained a compound dislocation of the right ankle and a fracture of the left arm, and was taken to St. Mary's Hospital, in Brooklyn, N. Y., and his leg amputated above the ankle.

*June 19, 1889.*—Pittsburgh and St. Louis R. P. O., train No. 7, being two hours late, and running at the rate of 60 miles an hour, was wrecked at Cumberland Junction, 4 miles east of Stenbenville, Ohio. The train consisted of engine, tender, express and four postal cars. The rear car was thrown from the track and rolled down an embankment, turning over three times and carrying with it the storage and paper cars. As the paper car left the track it struck a flat car loaded with steel rails. The shock completely demolished the postal car and instantly killed Clerks J. G. Payne and James Rinehart, and injured clerks as follows: A. E. Varley, injured about the hips and head cut; E. E. Benner, right hip crushed and head cut; C. J. Minor, bruised about the back; Robert Ellis, shoulder-blade broken and back bruised; F. L. Shook, severe bruise on one leg; T. D. Armstrong, left leg broken below the knee, head badly cut, and seriously bruised on different parts of the body; J. E. Matthews, thigh bruised and bad cuts about the head; J. W. Bishop, ribs broken, hip bruised, and bad cut on the thigh; W. L. Bolton, back sprained and cut on right knee. The three postal cars thrown from the track were so badly wrecked that, after the mail and other effects were secured, they were broken up and burned. No mail lost, but some damaged by oil and water.

*June 20, 1889.*—Kansas City and Joplin R. P. O. (north bound) was wrecked at Pleasant Hill, Mo., by freight train colliding with mail apartment, caused by misplaced switch. The car was badly wrecked, and mail somewhat injured, but none lost. Clerks John Dunlap and H. S. Mitchell, slightly injured.

*June 25, 1889.*—Cairo and Texarkana R. P. O., north-bound train on St. Louis, Arkansas & Texas R. R., struck a cow at the trestle bridge across Crooked Bayou. The engine was thrown from the track, and went thundering across the ties, shattering the bridge to pieces. The express, baggage, mail car, and two passenger coaches went into the bayou 20 feet below, instantly killing express agent and injuring Postal Clerks R. P. Johnson and H. Sanguin.

*June 25, 1889.*—Camak and Macon R. P. O., train No. 32, was wrecked three miles west of Sparta, Ga., and postal car demolished. Mail damaged, but none supposed to have been lost. Clerk unhurt.

*June 26, 1889.*—Scottsville and Gallatin R. P. O., train 2, was wrecked near Westmoreland, Tenn. Postal car No. 10 and a passenger coach fell through a trestle, and both were completely wrecked. Postal Clerk Henry Peacock jumped from his car and escaped injury. Mail somewhat damaged, but none lost.

*June 28, 1889.*—Phalanx Station and Bergholz R. P. O., while mail apartment car, with Clerk H. F. Myers on duty, was standing at the depot at Alliance, O., it was run into by freight cars, and Myers internally injured and incapacitated for duty.

*June 28, 1889.*—Portsmouth and Cincinnati R. P. O., train No. 63, went through a trestle at Rockyford, near Batavia, Ohio. Postal clerk.



D. A. Warden, sustained injuries to his back, incapacitating him for duty. The postal car passed over safely and mails were not damaged.

June 30, 1889.—Texarkana and El Paso R. P. O., train No. 2, was wrecked near Elmo, Tex. Mail apartment went over a 10-foot embankment and was dragged some distance. Postal clerk, B. W. Cunningham, was severely bruised and his right arm badly sprained, incapacitating him for duty twelve days. Clerk G. W. Ratliff, jr., escaped with a few slight bruises. Baggage-master instantly killed. Mails were considerably damaged and a number of letters lost; being completely buried in the mud. The damaged mail was taken to Fort Worth and, after being thoroughly dried, forwarded to destination.

*Recapitulation of casualties in the Railway Mail Service from 1875 to 1889.*

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 .....	2,609	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 .....	4,387	102	2	35	65
1886 .....	4,573	211	—	56	60
1887 .....	4,851	244	5	45	72
1888 .....	5,094	248	4	63	45
1889 .....	5,448	193	10	95	40

\* Not reported.



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REPORT  
OF THE  
THIRD ASSISTANT POSTMASTER-GENERAL  
TO THE  
POSTMASTER-GENERAL  
FOR THE  
FISCAL YEAR ENDING JUNE 30, 1889.

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# REPORT

## OF THE

### THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 23, 1889.*

SIR: My first incumbency of this office began on the 1st July, 1877, under appointment by the President bearing date of June 8 of that year; and it continued to the 31st March, 1887, my resignation, offered more than two years previously, having been accepted to take effect on that date. I resumed the duties of the position on the 1st April, 1889, upon nomination by the President on the 18th, and confirmation by the Senate on the 19th of March. My supervision of the business was, therefore, confined to the last quarter of the fiscal year for which this report is made; but from the high personal character of my predecessor, and from the fact that the methods had been commended and left unchanged by him, I submit the results of the year without hesitation.

#### FINANCIAL OPERATIONS OF THE POSTAL SERVICE.

It has been usual, before presenting the financial statement for the fiscal year on account of which the report is made, to restate the account of the two preceding fiscal years. The reason for this is that a considerable indebtedness remains at the close of the year, the amount of which can only be approximated upon the best available data. This indebtedness is satisfied in by far the greatest part, if not in whole, within the ensuing two years, during which time the appropriations remain available for the purpose before being finally covered into the Treasury. In the new statement, therefore, actual payments take the place of estimated liabilities shown in previous statements. Following the custom, the accounts for the years 1887 and 1888 are restated as follows:

#### FISCAL YEAR ENDING JUNE 30, 1887.

##### REVENUE.

1. Ordinary postal revenue:	
(a) Letter postage paid in money.....	\$93,777.87
(b) Box-rents.....	2,158,499.98
(c) Fines and penalties.....	19,433.56
(d) Postage-stamps, stamped envelopes, news-paper wrappers, and postal cards.....	45,670,983.84
(e) Dead letters.....	10,976.35
(f) Miscellaneous.....	164,602.34
Total ordinary postal revenue.....	\$48,118,273.94
2. Receipts from money-order business.....	719,335.45
	48,837,609.39
Add amount gained by suspense accounts.....	23,566.80
Makes gross revenue.....	48,861,176.19

## EXPENDITURES AND LIABILITIES.

## Expenditures:

1. Amount expended from July 1, 1886, to September 30, 1887.....	\$52,391,677.43
2. Amount expended from October 1, 1887, to September 30, 1888.....	368,160.40
3. Amount expended from October 1, 1888, to September 30, 1889.....	55,712.25

Total amount paid out of appropriations, from July 1, 1886, to September 30, 1889, on account of the service of the year ending June 30, 1887.....	\$52,815,550.08
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## Liabilities:

1. Estimated amount of unpaid indebtedness remaining on September 30, 1889, on account of the service of the year ending June 30, 1887.....	5,529.50	
2. Amount chargeable for transportation on the non-aided lines of the Central Pacific Railroad Company, not certified to the Secretary of the Treasury under decision of the Supreme Court, and remaining unpaid for want of appropriation.....	289,468.00	
3. Amount chargeable for mail transportation on Sioux City and Pacific Railroad, not included in amount certified to the Secretary of the Treasury, and payment for which is suspended by the Treasury Department....	6,126.09	301,123.59

Total amount of expenditures and liabilities for the service of the year.....	53,116,673.67
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Leaves deficiency in postal revenue.....	4,255,497.48
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## COST OF POSTAL SERVICE FOR 1887.

The amounts certified to the Secretary of the Treasury for mail transportation on the several Pacific railroads, though by law not payable out of nor chargeable against the appropriations made by Congress for the postal service, should properly be included in ascertaining the cost of the service. The total cost for the year ending June 30, 1887, will therefore appear as follows:

Amount of expenditures and liabilities shown in the foregoing statement.....	\$53,116,673.67
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Amount certified to the Secretary of the Treasury for credit to the Pacific Railroad Companies for mail transportation:	
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From July 1, 1886, to September 30, 1887.....	\$1,187,027.33
From October 1, 1887, to September 30, 1888.....	11,241.72
From October 1, 1888, to September 30, 1889.....	250.78

Total amount certified.....	1,198,519.83
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Gives total cost of service.....	54,315,193.50
Deduct amount of gross revenue as above.....	48,861,176.19

Leaves excess of cost of the postal service over amount of postal revenue for year ending June 30, 1887.....	5,454,017.31
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As compared to the previous year, there was an increase of \$33,773.07, or 56.3 per cent., in letter postage paid in money; of \$140,451.94, or 6.9 per cent., in revenue from box-rents; of \$5,961.21, or 44.2 per cent., from fines and penalties; of \$4,223,887.96, or 10.1 per cent., from the sale of postage-stamps, stamped envelopes, newspaper wrappers,

and postal cards; of \$2,118.02, or 23.9 per cent., received from Dead-Letter Office; and of \$114,210.66, or 226.6 per cent., in revenue from miscellaneous sources—making a total increase of \$4,520,402.86, or 10.4 per cent., in the amount of ordinary postal revenue collected. There was also an increase of \$38,783.58, or 105.2 per cent., in the receipts from money-order business. The total increase by items was \$4,889,186.44. The gross revenue for 1886 was, however, reduced in the sum of \$12,174.25, and there was a gain of \$23,566.80 by the closing of suspense accounts in 1887. Accordingly, the increase in net revenue for 1887 over that for 1886 was \$4,924,927.49, or 11.2 per cent.

The increase of expenditures and liabilities was \$2,013,830.45, or 3.9 per cent., over those of the previous year. The increase in the total cost of the service (including amount certified to the Secretary of the Treasury) was \$2,099,678.28, or 4 per cent.

The deficiency of revenue required from the Treasury to meet the expenditures was \$4,255,497.48, being equal to 8 per cent. of the total expenditures and liabilities. The total cost of the service (including amounts certified for Pacific railroads) was \$5,454,017.31, or 11.2 per cent., in excess of the gross revenue.

## FISCAL YEAR ENDING JUNE 30, 1888.

## REVENUE.

1. Ordinary postal revenue:	
(a) Letter postage paid in money .....	\$61,903.40
(b) Box-rents .....	2,173,284.05
(c) Fines and penalties .....	19,583.76
(d) Postage-stamps, stamped envelopes, newspaper-wrappers, and postal-cards .....	49,544,272.72
(e) Dead letters .....	9,117.72
(f) Miscellaneous .....	88,697.31
Total ordinary postal revenue .....	\$51,896,858.96
2. Receipts from money-order business .....	798,317.83
Gross revenue .....	52,695,176.79

## EXPENDITURES AND LIABILITIES.

## Expenditures:

1. Amount expended from July 1, 1887, to September 30, 1888 .....
2. Amount expended from October 1, 1888, to September 30, 1889 .....

\$55,795,357.84

490,073.70

## Liabilities:

1. Estimated amount of unpaid indebtedness for various objects remaining on September 30, 1889, on account of the service of the year ending June 30, 1888 .....
2. Amount chargeable for transportation on the non-aided lines of the Central Pacific Railroad Company, not certified to the Secretary of the Treasury, under decision of the Supreme Court, and remaining unpaid for want of appropriation .....
3. Amount chargeable for mail transportation on Sioux City and Pacific Railroad, not included in amount certified to the Secretary of the Treasury, and payment for which is suspended by the Treasury Department. ....

1,146.82

308,450.55

10,703.64

Total amount of expenditures and liabilities for the service of the year .....

56,605,732.55

Leaves deficiency in postal revenue .....

3,910,555.76

## COST OF POSTAL SERVICE FOR 1888.

The estimated total cost of the postal service for the year ending June 30, 1888, including amounts certified to the Secretary of the Treasury for mail transportation on the Pacific railroads, and not chargeable to the appropriations, will appear from the following :

Amount of expenditures and estimated liabilities, as shown in the foregoing statement .....	\$56,605,732.55
Amount certified to the Secretary of the Treasury for credit to the Pacific Railroad Companies for mail transportation:	
From July 1, 1887, to September 30, 1888.....	\$1,240,600.83
From October 1, 1888, to September 30, 1889.....	1,507.20
Total amount certified.....	1,242,108.03
Gives total estimated cost of service.....	57,847,840.58
Deduct amount of gross revenue as above.....	52,695,176.79
Leaves excess of estimated cost of the postal service over amount of postal revenue for year ending June 30, 1888.....	5,152,663.79

The items of postal revenue showing an increase, with the amounts thereof, as compared to the receipts from the corresponding sources for the previous year, are as follows: Box-rents, \$14,784.07, or 0.6 per cent.; fines and penalties, \$150.20, or 0.7 per cent.; sales of postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards, \$3,873,288.88, or 8.4 per cent. The items showing a decrease are as follows: Letter postage paid in money, \$31,874.47, or 33.9 per cent.; received from Dead-Letter Office, \$1,858.63, or 16.9 per cent.; miscellaneous, \$75,905.03, or 46.1 per cent. The three items of increase amounted to \$3,888,223.15, and the three items of decrease to \$109,638.13, leaving the net amount of increase by items, \$3,778,585.02. In addition to the foregoing, there was an increase of \$78,982.38, or 10.9 per cent., in the receipts from money-order business. The gross revenue for 1887 included \$23,566.80 gained on suspense account, and the increase in the gross amount for 1888 over that for 1887 was, therefore, \$3,834,000.60, or 7.8 per cent.

The increase of expenditures and estimated liabilities was \$3,489,058.88, or 6.5 per cent., over those of the preceding year. The increase in the estimated total cost of the service (including certifications to the Secretary of the Treasury for transportation on the Pacific railroads) was \$3,532,647.08, or 6.5 per cent., over that of the previous year.

The estimated deficiency of revenue needed from the Treasury to meet the expenditures and liabilities was \$3,910,555.76, being equivalent to 6.9 per cent. of the total expenditures and estimated liabilities. The total estimated cost of the service (including amount certified on account of Pacific railroads) was \$5,152,663.79, or 9.8 per cent., in excess of the gross revenue.



FISCAL YEAR ENDING JUNE 30, 1889.

## REVENUE.

1. Ordinary postal revenue:	
(a) Letter postage paid in money.....	\$176,612.28
(b) Box-rents.....	2,188,578.98
(c) Fines and penalties.....	19,900.20
(d) Postage-stamps, stamped envelopes, newspaper-wrappers, and postal-cards.....	52,953,101.83
(e) Dead letters.....	12,722.38
(f) Miscellaneous.....	36,890.70
Total ordinary postal revenue.....	\$55,337,806.37
2. Receipts from money-order business.....	787,804.81
Gross revenue.....	56,175,611.18
Less amount charged to bad debts, compromise and suspense cases.....	27,596.26
Leaves as total revenue.....	56,148,014.92

## EXPENDITURES AND LIABILITIES.

## Expenditures:

Amount expended from July 1, 1888, to September 30, 1889..... \$61,376,847.24

## Liabilities:

1. Estimated amount of unpaid indebtedness for various objects remaining on September 30, 1889, on account of the service of the year..... \$587,968.62
2. Estimated amount of indebtedness not yet reported to Auditor by the Department on account of the transportation of the mails by railroad..... 200,000.00
3. Amount chargeable for transportation on the non-aided lines of the Central Pacific Railroad Company, not certified to the Secretary of the Treasury under decision of the Supreme Court, and remaining unpaid for want of appropriation..... 321,077.25
4. Amount chargeable for mail transportation on Sioux City and Pacific Railroad, not included in amount certified to the Secretary of the Treasury, and payment for which is suspended by the Treasury Department..... 12,305.24

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1,121,351.11

Total amount of expenditures and liabilities for the service of the year.....	62,498,198.35
Leaves deficiency in postal revenue.....	6,350,183.43

## COST OF POSTAL SERVICE FOR 1889.

The estimated total cost of the service for the year ending June 30, 1889, including amount certified to the Secretary of the Treasury for transportation of the mails on the Pacific railroads and not chargeable to the appropriations, will appear as follows :

Amount of expenditures and estimated liabilities, as shown in the foregoing statement .....	\$62,498,198.35
Amount certified to the Secretary of the Treasury for credit to the Pacific Railroad Companies for mail transportation .....	1,253,673.33
<hr/>	<hr/>
Gives total estimated cost of service .....	63,751,871.68
Deduct amount of net revenue, as above .....	56,148,014.92
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Leaves excess of cost of the postal service over amount of postal revenue for year ending June 30, 1889 .....	7,603,856.76

As compared to the year ending June 30, 1888, there was an increase of \$114,708.88, or 185.3 per cent., in letter postage paid in money; of \$15,294.93, or 0.7 per cent., in box-rents; of \$316.44, or 1.6 per cent., in the amount received from fines and penalties; of \$3,408,829.11, or 6.8 per cent., in the amount received from the sale of postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards; and of \$3,604.66, or 39.5 per cent., from dead letters—making a total of \$3,542,754.02. There was a decrease of \$51,806.61, or 58.4 per cent., in miscellaneous receipts, leaving the net increase of postal revenue by items at \$3,490,947.41, or 6.7 per cent., over the postal revenue for 1888. The receipts for money-order business showed a decrease of \$10,513.02, or 1.3 per cent., as compared to the previous year.

The gross revenue of the year (\$56,175,611.18) was reduced in the sum of \$27,596.26 through the adjustment of bad debts, compromise and suspense accounts, leaving a balance of net revenue of \$56,148,014.92. This was an increase of \$3,452,838.13, or 6.6 per cent., over the revenue for the year ending June 30, 1888. The increase of expenditures and estimated liabilities was \$5,892,465.80, or 10.4 per cent., over those of the previous year. The increase in the estimated total cost of the service, including amount certified to the Secretary of the Treasury for transportation of the mails on the Pacific railroads, was \$5,904,031.10, or 10.2 per cent., over that of the year ending June 30, 1888. The estimated deficiency of revenue needed from the Treasury to meet the expenditures and liabilities was \$6,350,183.43, being equal to 11.3 per cent. of the total expenditures and estimated liabilities for the year. The total cost of the service, including amount certified on account of the Pacific railroads, was \$7,603,856.76, or 13.5 per cent., in excess of the gross revenue.

The appropriations for the service of the year amounted to \$62,093,392.79, including \$121,987.05 for the special-delivery system, for which no specific amount is appropriated, the expenses of the system being payable out of its receipts. The appropriations covered thirty-nine items, including that for special-delivery service. The total amount expended up to the 30th September on account of the year ending June 30, 1889, was \$61,376,847.24. In thirty-eight items of appropriation there were unexpended balances remaining on the 30th September to the amount of \$1,085,536.54. In one item, that of compensation to postmasters, the expenditure exceeded the appropriation in the sum of \$368,990.99. The net amount of unexpended balances was, therefore, \$716,545.55, which is left available for the discharge of the indebtedness on account of the respective items for which appropriation was made.

By quarters the expenditures of the fiscal year ending June 30, 1889, as compared to those for the corresponding periods of the previous fiscal year, were as follows: For the service of the quarter ending September 30, 1888, \$14,710,215.83, being an increase of \$1,066,377.07, or 7.8 per cent.; for service of the quarter ending December 31, 1888, \$15,233,024.10, being an increase of \$1,441,243.49, or 10.4 per cent.; for the service of the quarter ending March 31, 1889, \$15,719,984.02, being an increase of \$1,643,358.79, or 11.6 per cent.; and for the service of the quarter ending June 30, 1889, \$15,713,623.29, being an increase of \$1,430,510.05, or 10 per cent.

Among the principal items of expenditure for the year, there was an increase over the expenditure of the year ending June 30, 1888, of \$579,222.33, or 4.6 per cent., for compensation to postmasters; of \$413,782.62, or 7.5 per cent., for compensation to clerks in post-offices; of \$312,870.25, or 62.1 per cent., for rent, fuel, and light in post-offices; of \$1,535,520.42, or 28.3 per cent., for free-delivery service; of \$162,017.21, or 3.2 per cent., for transportation on star routes; of \$2,052,516.19, or 12.9 per cent., for inland transportation by railroad; of \$18,014.42, or 4.3 per cent., for steamboat transportation; of \$168,102.24, or 9.2 per cent., for railway postal-car service; of \$75,037.70, or 8.8 per cent., for mail-messenger service; and of \$266,764.92, or 5.3 per cent., for railway post-office clerks.

#### ESTIMATES FOR THE FISCAL YEARS ENDING JUNE 30, 1890 AND 1891.

From the foregoing exhibits it will appear that the rate of increase of ordinary postal revenue collected for the year ending June 30, 1887, over that of 1886, was 10.4 per cent.; the increase for the year ending June 30, 1888, over the revenue of 1887, was at the rate of 7.8 per cent.; and for the year ending June 30, 1889, there was an increase of 6.7 per cent. over the postal revenue of 1888. In the annual report of 1888 allowance was made for an annual increase of 9 per cent., but the actual revenue to be realized for the year will fall considerably short of the amount at which it was then estimated. In the estimate of revenue for the present and ensuing fiscal years an increase of 8 per cent. will be assumed, and this estimate is justified by recent returns showing an improved condition in the growth of the postal receipts. The estimated revenue for the year may therefore be stated as follows:

#### FISCAL YEAR ENDING JUNE 30, 1890.

Amount of ordinary postal revenue for year ending June 30, 1889.....	\$55,387,806.37
Increase by 8 per cent.....	4,431,024.50
Estimated amount of ordinary postal revenue.....	59,818,830.87
Add revenue from money-order business, as estimated by the Superintendent of the money-order system.....	800,000.00
Gives gross revenue.....	60,618,830.87

The total amount appropriated for the expenditures of the year is \$66,605,344.28. The First Assistant Postmaster-General, however, now estimates that there will be a deficiency of \$179,117 in the appropriation for pay of postmasters; the Second Assistant Postmaster-General estimates that the appropriation for railway mail transportation will be insufficient in the sum of \$923,430.24; and that the appropriation for steamboat service will fall short in the sum of \$20,000. The total amount of the appropriations already made, and of the additional ap-

propriations to be required, is therefore \$67,727,891.52. Allowing for the expenditure of the entire amount, would make the deficiency to be supplied from the General Treasury, \$7,109,060.65.

#### FISCAL YEAR ENDING JUNE 30, 1891.

Estimated amount of ordinary postal revenue for year ending June 30, 1890, as before .....	\$59,818,830.87
Add increase of 8 per cent.....	4,785,506.47
Gives estimated amount of ordinary postal revenue for the year.....	64,604,337.34
Amount of estimated revenue from money-order business .....	810,000.00
Gross revenue for the year.....	65,414,337.34
Amount of estimated expenditures shown in table of estimates submitted by the Postmaster General through the Secretary of the Treasury .....	72,434,698.99
Leaves estimated deficiency of revenue to be supplied out of general Treasury.....	7,020,361.65

#### 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 revenue for the years 1885 and 1886 (claims) under the act approved October 19, 1883 .....	\$81,666.98
For deficiency in the postal revenue for 1886, under act approved March 3, 1885 .....	225,621.23
For deficiency in the postal revenue for 1886, under act approved March 2, 1889.....	28,063.51
For deficiency in the postal revenue for 1888, under act approved March 3, 1887 .....	535,287.40
For deficiency in the postal revenue for 1889, under act approved July 24, 1888.....	3,000,000.00
Total drawn during the year.....	3,870,639.12

NOTE.—The discrepancy in amount reported by the Auditor as drawn from the Treasury and the amount reported by this office (\$1,873,378.77) is caused by the different periods in which they were reported drawn, the Auditor reporting amounts from October 1, 1888, to September 30, 1889, while the period in which this office reported amounts drawn was from July 1, 1888, to June 30, 1889.

#### 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, 1888 .....	\$5,988,716.86
Amount of outstanding warrants, June 30, 1888.....	111,102.56
Deposits:	
On account of postal revenues.....	\$23,681,442.45
On account of grants from the general Treasury .....	3,870,639.12
	27,552,081.57
	33,646,900.99
Amount of warrants paid during the year ending June 30, 1889.....	29,098,959.53
	4,547,941.46
Add deposits made in quarter ending June 30, 1889, and counter-entered in quarter ending September 30, 1889 .....	533.46
Balance at depositories June 30, 1889.....	4,548,474.92
Amount of outstanding warrants June 30, 1889 .....	104,049.15
Balance subject to draft June 30, 1889.....	4,444,425.77

Of the \$23,681,442.45 deposited on account of postal revenue, \$17,104.40 was deposited through national-bank depositories. The balance remaining in national-bank depositories at the close of the last fiscal year was \$5,761.96.

#### APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The appropriations for the service of this office during the fiscal year amounted to \$1,253,956, exclusive of the amount paid to messengers of the special-delivery system. No specific amount is appropriated for this service, the compensation of messengers being payable by law out of the receipts of the system. The expenditures out of the fixed appropriations was \$1,212,468.54, leaving an unexpended balance of \$41,487.46, or 3.3 per cent. of the amount appropriated.

The increase of the expenditure out of the regular appropriations was \$45,440.63, or 3.9 per cent., over that of the previous year. The increase of expenditure for the compensation of special-delivery messengers was \$12,971.41, or 11.8 per cent.

For the current fiscal year the appropriations amount to \$1,386,051, and from present indications this amount will be sufficient to cover the expenditure. For the next fiscal year the estimates of appropriations, to be found in paper marked No. 1 attached to this report, amount to \$1,383,800. This amount is \$2,251 less than the amount of the appropriations for the present fiscal year.

For the fiscal year beginning July 1, 1877, the date of my original entrance upon the duties of my present position, the appropriations for the service of this office amounted to \$1,151,150, and the estimate submitted in November of that year for the year beginning July 1, 1878, called for \$905,000, a decrease from the then existing appropriations of \$246,150, or 21.3 per cent. The estimates for the year beginning July 1, 1890, are only \$232,650, or 20.2 per cent. in excess of the appropriations for the year beginning July 1, 1877, although the service has nearly trebled in quantity during the intervening 13 years. For the entire postal service the appropriations for the year beginning July 1, 1877, amounted to \$34,622,577.54, while for the year beginning July 1, 1890, the estimates of appropriations aggregate \$72,434,698.99.

The expenditures for this office are chiefly for the manufacture of postage stamps, stamped envelopes, postal-cards, and registered-package and official envelopes. The increase in the estimated quantity of each of these several items required for the year beginning July 1, 1890, as compared to the actual issues for the year beginning July 1, 1877, will appear in the following statement:

Article.	Number issued year beginning July 1, 1877.	Estimated number required for the year beginning July 1, 1890.	Increase.	
			In number.	Per cent.
Adhesive postage-stamps.....	759,623,178	2,308,275,881	1,548,652,703	203.8
Stamped envelopes (ordinary and special-request) and newspaper-wrappers.....	183,560,350	527,054,519	343,494,169	187.1
Postal-cards.....	200,630,000	451,173,434	250,543,434	125.8
Registered-package, tag, official (including official stamped envelopes for 1878), and dead-letter envelopes.....	30,404,592	57,836,702	27,432,110	90.2
Total .....	1,174,218,120	3,344,340,536	2,170,122,416	184.8

## DIVISION OF FINANCE.

The work of the finance division of this office for the fiscal year ending June 30, 1889, may be briefly stated as follows:

There were 6,693 contracts for mail service received and entered on the books of the division. The total number of mail routes under contract and in operation at the close of the fiscal year was 25,667, consisting of 15,077 star, 2,113 railroad, 134 steamboat, 6,344 mail-messenger, and 1,999 to supply special offices. The numbers of contractors on these routes was as follows: 6,668 contractors, and 10,409 subcontractors on star, steamboat, and railroad, 6,344 mail messengers, and 1,999 special mail-carriers, each of whom was paid four times during the fiscal year. In addition there were 4,132 miscellaneous accounts, making a total of 105,812, each of which was carefully examined before payment was made. These payments involved the sum of \$29,091,906.12, an increase over the amount paid by warrant during the last fiscal year of \$2,520,643.06, or 9.4 per cent. The number of circulars sent to contractors and other creditors of the government, instructing them as to the proper manner in which to indorse warrants sent them, and giving other information pertaining to their transactions with the department, was 105,812. There were also received 22,479 orders of the Postmaster-General recognizing mail service not under contract, curtailing or extending service, or modifying previous orders. These orders were carefully examined, verified, and entered upon the books of the finance division.

In addition to the above accounts paid by warrant, 6,019 accounts in favor of postmasters and late postmasters were received, examined, and paid by transfer drafts, aggregating in amount \$971,879.99.

Accounts were kept with the Treasury, nine sub-treasuries, and forty-three designated national-bank depositories, involving, with the amount on hand subject to draft at the beginning of the year, \$35,075,622.98, against which 105,812 warrants were issued, aggregating \$29,091,906.12.

The certificates of deposit of postal funds due by postmasters before being turned over to the Auditor are examined and recorded in this division, a complete list of all the post-offices being kept for the purpose.

During the year, 66,210 circulars were sent to postmasters, containing instructions in each case as to the time, manner, and place of depositing postal funds. This number included demands for balances due the government not promptly remitted.

The number of letters written on subjects pertaining to the work of this division was 3,120.

Six hundred and fifteen cases for investigation of the accounts of postmasters and late postmasters were made up in this division and placed in the hands of the Chief Post Office Inspector, and forty cases were prepared for the action of the Postmaster-General against postmasters who were found guilty of rendering fraudulent returns and of other unlawful acts.

The following table will show the number of warrants and transfer drafts drawn, and the number of certificates of deposit received, entered, and passed to the Auditor during the past fiscal year, as compared with the number for the previous year:

	Fiscal year ending June 30—		Increase.
	1888.	1889.	
Number of warrants drawn .....	92,570	105,812	13,242
Number of transfer drafts drawn .....	7,387	6,019	*1,368
Number of certificates of deposit received, entered and passed to Auditor .....	236,720	236,293	*426
Total .....	336,666	348,124	11,458

\* Decrease.

### FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE FINANCE DIVISION DURING THE FISCAL YEAR.

The money received from postmasters erroneously remitting to this office balances due the government, from collections made by the Chief Post-Office Inspector from defaulting postmasters, from postmasters and others for the purchase of stamps, stamped envelopes, etc., and bills of exchange covering balances due from foreign countries, amounted to \$130,652.72, which is accounted for as follows :

Amount received .....	\$130,652.72
Amount deposited with the Treasurer of the United States at Washington, D. C. ....	\$13,950.86
Amount deposited with the assistant treasurer of the United States at New York, N. Y. ....	115,683.59
Amount deposited with the assistant treasurer of the United States at New Orleans, La. ....	551.63
Amount returned to remitters .....	466.64
	<u>130,652.72</u>

### DEAD-LETTER FUND.

The money taken from dead letters for which no owners could be found, and that realized from the auction sale of unclaimed articles accumulated in the Dead-Letter Office, which was turned over to the finance division, was \$12,103.63.

This money was disposed of as follows, viz :

Amount received .....	\$12,103.63
Amount in current funds deposited in the Treasury at Washington, D. C. ....	\$11,883.82
Amount realized from sale of foreign and uncurrent funds by the postmaster at New York, and deposited with the assistant treasurer at New York .....	178.17
Total amount deposited .....	<u>12,061.99</u>
Amount of loss sustained from sale of uncurrent funds, from counterfeits and from mutilated minor coin .....	41.64
	<u>12,103.63</u>

### SPECIAL-DELIVERY SYSTEM.

The following statement shows, in condensed form, the operations of the special-delivery system during the year ending June 30, 1889, at the letter-carrier offices :

(1) The total number of pieces of mail matter received for special delivery at all the letter-carrier offices was 1,378,647, of which 1,035,100, or 75 per cent., were transmitted in the mails from one place to another, and 343,547, or 25 per cent., were local or drop matter.

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(2) The total number of pieces delivered by regular special-delivery messengers was 1,315,176, or over 95 per cent. of all special-delivery pieces received, leaving 63,471, or less than 5 per cent., as the number delivered by letter-carriers or other salaried postal officials, including such as it was found impossible to deliver.

(3) The value of the special-delivery stamps on matter received for delivery was \$137,864.70. The amount of special-delivery stamps sold during the year was \$110,612.50.

(4) The average number of messengers employed during the year was 861.

(5) The average time consumed in the delivery of matter after it reached the respective offices of destination was twenty minutes.

From the foregoing statistics, and from the report of the Auditor, the following is presented as representing the amount of special-delivery business for the whole country:

Total number of special-delivery letters delivered .....	1,605,200
Percentage of increase over previous year's business .....	11.9
Total amount paid messengers .....	\$121,987.05
Amount of special-delivery stamps on matter received for delivery .....	160,520.00
Total profit to the government on special-delivery business .....	38,532.95

In table No. 16, attached to this report, will be found in detail statistics of special-delivery matter received at all the letter-carrier offices; from other offices the statistics have not been tabulated.

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

The following is a summary of the issue of postage-stamps, stamped envelopes, and postal-cards during the fiscal year ending June 30, 1889:

Description.	Number.	Value.
Ordinary adhesive postage-stamps .....	1,961,960,840	\$67,866,687.00
Newspaper and periodical stamps .....	3,527,861	1,002,761.00
Postage-due stamps .....	11,890,170	286,261.00
Special-delivery stamps .....	1,575,650	157,864.70
Stamped envelopes, plain .....	187,267,300	2,632,457.57
Stamped envelopes, printed request .....	220,785,250	4,732,494.25
Newspaper wrappers .....	43,710,760	604,782.25
Postal cards .....	886,808,500	2,806,484.00
Letter-sheet envelopes .....	918,000	21,114.00

The total number of pieces was 2,818,565,321, of a total value of \$52,921,784.17. The gross value of all the stamped envelopes and wrappers issued (not including letter-sheet envelopes) was \$8,914,681.17, and the postage value thereon was \$8,120,544.50, leaving \$794,136.67 to represent the cost of manufacture and expenses of issue. The cost of manufacture at contract rates was \$750,203.37, after a deduction of \$91.30 for special-request envelopes misprinted by the contractors.

The excess above cost of manufacture at which the envelopes and wrappers were sold to the public (exclusive of postage) was therefore \$43,933.30.

As compared to the issues of the previous year, there was an increase of 94,807,700, or 5.08 per cent., in number, and of \$1,702,844, or 4.69 per



cent., in value, of ordinary adhesive postage-stamps; of 63,443, or 1.83 per cent., in number, and of \$75,326, or 4.74 per cent., in value, of newspaper and periodical stamps; of 1,084,598, or 10.04 per cent., in number, and of \$15,247, or 5.37 per cent., in value, of postage-due stamps; of 243,860, or 18.31 per cent., in number, and of \$24,386, or 18.31 per cent., in value, of special-delivery stamps; of 626,300, or .34 per cent., in number, and of \$17,949.23, or .49 per cent., in value, of stamped envelopes, plain; of 24,161,000, or 12.29 per cent., in number, and of \$512,818.35, or 12.09 per cent., in value, of stamped envelopes bearing a special return request; and of 5,011,000, or 1.31 per cent., in number, and of \$49,610, or 1.30 per cent., in value, of postal-cards.

There was a decrease of 6,558,750, or 13.05 per cent., in number, and of \$78,011.25, or 13.34 per cent., in value, of newspaper wrappers, and of 1,509,000, or 62.18 per cent., in number, and of \$34,707, or 62.18 per cent., in value, of letter-sheet envelopes.

The net increase of all the issues was 117,930,151, or 4.33 per cent., in number, and of \$2,285,462.33, or 4.51 per cent., in value.

In addition to the foregoing, there were issued for the use of the postal service 13,469,100 registered-package envelopes, 1,257,900 tag-envelopes for registered packages, 3,136,500 envelopes for returning dead letters, 31,722,150 official envelopes for the use of postmasters and other postal officials, and 4,599 newspaper and periodical stub-books.

This was an increase of 1,758,600, or 13.57 per cent., in registered package and tag envelopes, of 958,900, or 2.82 per cent., in dead-letter and official envelopes, and of 2,717,721, or 5.79 per cent., in all kinds, inclusive of stub-books, over the issues of the preceding year.

#### REQUISITIONS.

The number of requisitions from postmasters on which each of the several kinds of supplies mentioned in the foregoing were furnished will be found in the following tabular statement, together with a comparison with those of the preceding fiscal year:

Articles.	Requisitions filled during year ending June 30, 1888.	Requisitions filled during year ending June 30, 1889.	Increase.	
			Number.	Per cent.
For ordinary postage-stamps .....	169,185	176,295	7,110	4.2
For postage-due stamps .....	14,906	14,657	*249	*1.7
For newspaper and periodical stamps .....	10,609	11,535	926	8.7
For stamped envelopes, plain .....	90,037	89,493	*544	*.6
For stamped envelopes, request .....	133,452	145,777	12,325	9.2
For postal-cards .....	76,670	76,098	*572	*.7
For registered-package envelopes .....	61,575	64,652	3,077	5.0
For tag envelopes .....	11,778	18,567	6,789	57.1
For official envelopes .....	35,874	29,663	*6,211	*17.3
For newspaper and periodical receipt-books .....	2,651	2,724	43	1.6
For letter-sheet envelopes .....	1,573	272	*1,301	*82.7
Total .....	608,340	629,673	21,333	3.5

\*Decrease.

†Net increase.

## PARCELS.

A comparative statement of the parcels in which the supplies were put up and forwarded to postmasters during the past and previous fiscal years is made as follows:

Articles.	Number of parcels sent in 1888.	Number of parcels sent in 1889.	Increase.	
			Number.	Per cent.
Ordinary postage-stamps .....	174,017	180,843	6,826	3.9
Postage-due stamps .....	15,018	14,064	*354	*2.3
Newspaper and periodical stamps .....	10,609	11,535	926	8.7
Stamped envelopes, plain .....	128,498	128,416	*70	*.05
Stamped envelopes, request .....	98,728	106,770	8,042	8.1
Postal-cards .....	87,008	86,416	1,410	1.7
Registered-package envelopes .....	61,805	64,193	2,388	3.9
Tag envelopes .....	90,920	18,305	*72,615	*79.9
Official envelopes .....	84,120	45,870	9,750	27
Newspaper and periodical stab-books .....	4,386	2,724	*1,662	*38.0
Letter-sheet envelopes .....	1,583	283	*1,301	*83
Total .....	706,678	660,018	*46,660	*6.6

\* Decrease.

As seen in the foregoing table, the decrease in the total number of parcels, as compared to those sent during the previous year, was 46,660, or 6.6 per cent.

## POSTAGE ON SECOND-CLASS MATTER.

The weight of second-class matter sent in the mails during the last year (not including matter circulated free within the county of publication) was 161,635,127 pounds, or 80,817 $\frac{11}{16}$  tons; and the amount of postage collected was \$1,616,351.27. This was an increase of 17,972,209 pounds, or 12.51 per cent., in weight, and of \$179,722.09, or 12.51 per cent., in the amount of postage collected, as compared to the previous year. The statistics of the department show that about 15 per cent. of all the second-class matter mailed is sent free of postage within the county of publication. The number of pounds of such matter may, therefore, be placed at 28,523,846. Adding this to the number of pounds on which postage was paid, as above, makes the total weight of second-class matter mailed 190,158,973 pounds, or 95,079 $\frac{3}{4}$  tons.

The number of post-offices at which second-class matter was mailed was 7,618, an increase in number over the previous year of 155, or 2.07 per cent. Collections amounting to \$3,456.16 were made from publishers and news agents for matter improperly mailed at second-class rates of postage. This is a decrease of \$1,497.93, or 30 per cent., below the amount realized from the same source during the preceding year. In table No. 12, accompanying this report, will be found a statement of the postage collected on second-class matter at all first-class post-offices during the year, in comparison with the collections of the previous year.

## ENTRIES OF SECOND-CLASS MATTER.

The number of new publications entered during the fiscal year was 3,527, and the number of re-entries was 1,424, making a total of 4,951.

## REDEMPTION OF SPOILED STAMPS AND STAMPED ENVELOPES.

The value of damaged stamps and misdirected stamped envelopes redeemed during the last fiscal year was \$211,151.80. This amount was based on 10,906 separate cases.

## NEW CONTRACTS.

In June last a new contract was made for the supply of registered package, tag, official, and dead-letter envelopes for the fiscal year beginning July 1, 1889. The prices in the new contract are somewhat more favorable than those in the contract for the preceding year. Steps were originated prior to the close of the fiscal year looking to new contracts for the supply for four years of postage-stamps and postal-cards; but inasmuch as the contracts were not completed, and the contract terms did not begin until after the 1st of July, an extended notice of the contracts will be more appropriate in the next annual report. It may be well to say here, however, that the prices for postage-stamps are somewhat higher than those in the late contract, while those for postal-cards show a marked decrease. In the aggregate of the two contracts there will be a very material reduction in the cost of the supplies.

## DIVISION OF REGISTRATION.

The classification and number of pieces of mail matter registered during the fiscal year ending June 30, 1889, are as follows:

Domestic letters, 9,690,637; domestic parcels, 1,082,562; foreign letters, 688,800; foreign parcels, 48,826; free matter, 2,551,041; or a total of 14,061,866.

As compared with the previous fiscal year there was an increase of 225,223, or 2.3 per cent., in domestic letters; of 15,990, or 1.5 per cent., in domestic parcels; of 14,193, or 2.1 per cent., in foreign letters; of 3,875, or 8.6 per cent., in foreign parcels; of 125,416, or 5.17 per cent., in free matter; and of 384,697, or 2.8 per cent., in the total number of pieces registered.

The registry fees collected during the year amounted to the sum of \$1,151,032.50, an increase of \$25,928.10, or 2.3 per cent., over those of the preceding year.

Statistics of the registry business will be found in greater detail in tables numbered 13, 14, and 15, hereto appended.

## LOSSES.

The total number of complaints received by the Chief Post-Office Inspector was 6,560. Of this number 3,998 were investigated, leaving 2,562 outstanding at the close of the fiscal year.

The total number of ascertained losses was 1,283, and they may be classified as follows:

Losses chargeable to burning of post-offices and postal cars, wrecks of postal cars and steamboats, and minor unavoidable accidents.....	286
Losses chargeable to depredations of postal officials.....	368
Losses by postal employes from other causes than theft.....	223
Losses resulting from robbery, etc., by outside parties.....	300
Losses for which responsibility could not be fixed.....	106

The number of cases in which the amounts lost were recovered and paid were as follows:

Through the office of the Chief Inspector.....	392
Through the Dead Letter Office .....	100
By outside parties, direct to losers.....	76
Total number of cases of recovery .....	568

It will thus be seen that the number of total losses, or cases in which recovery was not made, was 715, or 1 in every 19,666 pieces registered. Assuming that the proportion of total losses will be as great in the 2,562 cases not yet investigated, or in which the investigation is not yet completed, as in the 3,998 already investigated, the total number of absolute losses will reach 1,150, or 1 in every 12,227 pieces registered.

#### THROUGH REGISTERED POUCH, INNER SACK, AND BRASS-LOCK EXCHANGES.

The system of transmitting registered matter between central points in through registered pouches and inner sacks closed with the tell-tale lock, and in brass-lock pouches closed with a special brass lock, is still in successful operation and remains substantially as stated in former reports, save, of course, that there has been an increase in the number of exchanges. The following shows the number of each of these exchanges in operation at the close of the past fiscal year:

Through registered pouch exchanges .....	417
Inner registered sack exchanges.....	459
Brass-lock exchanges .....	228
Total.....	1,104

#### INTERNATIONAL REGISTERED POUCH EXCHANGES.

After correspondence and negotiations covering a period of more than two years, an international registered pouch exchange has been established between the city of Mexico and the city of New York.

By authority of the Postmaster-General, Assistant Superintendent Z. Moses was detailed from this office to visit the city of Mexico and arrange with the Postmaster-General of Mexico for the commencement of the exchange. All registered matter from districts tributary to the registered pouch-exchange offices is now included in daily dispatches of pouches locked with the international tell-tale lock, which pouches are passed over the entire route of transmission by hand-to-hand receipts between responsible postal officers of both countries. There is no detention of registered matter at the border, as was formerly the case, the postal clerks of the United States and Mexican railway lines meeting and exchanging receipts at Laredo, Tex.

The remaining territory in Mexico and in the United States, outside of the registered pouch exchange districts, has by agreement between the two postal administrations been arranged in schemes for more convenient exchange of registered matter than heretofore.

During the last fiscal year the system of exchanges of through registered pouches in force for several years past between this country and Canada was extended to provide for exchanges between Neche, N. Dak., and Winnipeg, Manitoba; San Francisco, Cal., and Victoria, British Columbia; and Portland, Oregon, and Victoria, British Columbia. Negotiations are now pending for a number of new exchanges with selected districts in the province of Ontario, Canada.

## IMPROVED FOREIGN REGISTERED LETTER BILL.

The use of the manifold-coupon bill described in former reports has been extended during the year to registered dispatches with the Sandwich Islands, Japan, and China, and correspondence has been opened to secure the consent of postal administrations for its use in dispatches to countries of Continental Europe.

## IMPROVEMENT OF SYSTEM IN REGISTRY DIVISIONS OF LARGE POST-OFFICES, AND PLANS FOR MORE SECURITY AND CONVENIENCE IN REGISTRY DIVISIONS OF NEW POST-OFFICES.

This work, more particularly described in former reports, has been continued, and several additional post-offices have been added to the list of such as have registry divisions operated on plans designed by this office.

Much difficult labor has also been performed in making and transmitting to the Treasury Department plans for space and fixtures in registry divisions of the new post-office buildings.

## INCREASE IN REGISTRY BUSINESS.

To give an idea of the growth of the registry system it will be interesting to note a comparison of the business of the past fiscal year with that of the year ending June 30, 1877—a period of twelve years intervening:

The number of domestic registered letters for the fiscal year ending June 30, 1877, was 3,528,480, while for the year ending June 30, 1889, it was 9,690,637, an increase of 6,162,157, or 174.6 per cent.

The number of foreign letters registered in 1877 was 145,908, while in 1889 it was 688,800, an increase of 542,892, or 372 per cent.

Prior to October 1, 1878, registration was confined to letters, but on that date it was extended to all classes of mail matter. The year ending June 30, 1880, is therefore the first full fiscal year with which a comparison as to the registration of parcels can be made. In that year the number of domestic parcels registered was 448,656, while for the past fiscal year it was 1,082,562, an increase of 633,906, or 141.2 per cent.

The number of foreign parcels registered in 1880 was 8,247, while in 1889 it was 48,826, an increase of 40,579, or 492 per cent.

The total amount of registry fees collected in 1877 was \$367,438.80, while in 1889 it was \$1,151,082.50, an increase of \$783,643.70, or 213.2 per cent.

It is worthy of attention, however, that the great bulk of the increase shown in the foregoing occurred during the earlier portion of the period in question, recent years exhibiting a very moderate augmentation. For the year 1886 the rate of increase in the amount of registry fees collected was 4.4 per cent.; for 1887 it was 6.6 per cent.; for 1888 it was 8.7 per cent.; and for 1889 it was only 2.3 per cent.

## DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and parcels received, opened, and examined in this division during the year was 1,282,460, an increase of 62,460 over those of the previous year. Among those received were 383 containing money; 12,290 containing postage stamps, stamped envel-

opes, and postal cards returned for redemption. The number of registered letters received was 13,920. Of the letters received, 18,146 were briefed, recorded, and filed after final action. The number of letters written, copied, enveloped, and mailed was 23,709, exclusive of circulars.

In connection with the foregoing, I desire to invite attention to the following tabular statements hereto attached, namely:

No. 1. Copy of letter of estimates of appropriations for the office of the Third Assistant Postmaster General for the fiscal year ending June 30, 1891.

No. 2. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1889, the expenditures made out of the same, and balance of unexpended appropriations.

No. 3. Statement showing the increase of revenue by items during the fiscal year ending June 30, 1889, over those of the fiscal year ending June 30, 1888.

No. 4. Statement showing the receipts and expenditures under appropriate heads, by quarters, for the fiscal year ending June 30, 1889, as compared to the receipts and expenditures of the two preceding years.

No. 5. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1889.

No. 6. Statement showing issues of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards, by quarterly periods, for the fiscal year ending June 30, 1889.

No. 7. Statement showing issues of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, by denominations, for the fiscal year ending June 30, 1889.

No. 8. Statement showing increase or decrease in the issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards for the fiscal year ending June 30, 1889, as compared with the issue of the preceding year.

No. 9. Statement showing value of postage-stamps issued by fiscal years from their introduction, July 1, 1847, to June 30, 1889.

No. 10. Statement by fiscal years of the issues of stamped envelopes from the date of their introduction, June 30, 1853, to June 30, 1889, with proportion of special request envelopes from the date of their first issue in May, 1865.

No. 11. Statement by fiscal years of the number of postal-cards issued to postmasters from the date of their first issue, May 1, 1873, to June 30, 1889.

No. 12. Comparative statement of second-class matter mailed and postage collected thereon at post-offices of the first class during the past two years.

No. 13. Statement showing number of registered letters and parcels mailed in each of the several States and Territories of the United States during the fiscal year ending June 30, 1889.

No. 14. Statement showing the operations of the registry system at thirty of the large post-offices, as compared to the operations of the previous year.

No. 15. Statement showing the number and value of registered letters and parcels dispatched during the fiscal year ending June 30, 1889, for the Post-Office and Treasury Departments.

No. 16. Statement showing the operations of the special-delivery system at letter-carrier offices during the fiscal year ending June 30, 1889.

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

A. D. HAZEN,

*Third Assistant Postmaster-General.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*

## No. 1.

POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., November 12, 1889.

SIR: I have the honor to submit the following estimates of the appropriations for the service of this office during the fiscal year ending June 30, 1891:

1. For manufacture of adhesive postage and special delivery-stamps.....	\$173,000
2. For pay of agent and assistants to distribute stamps, and expenses of agency.....	9,000
3. For manufacture of stamped envelopes, newspaper wrappers, and letter-sheets.....	875,000
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.....	180,000
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.....	116,000
8. For ship, steam-boat, and way letters.....	2,500
9. For engraving, printing, and binding drafts and warrants.....	3,500
10. For miscellaneous items.....	1,000
<b>Total.....</b>	<b>1,383,800</b>

The above amounts are arrived at by the following calculations:

## ADHESIVE STAMPS.

The numbers of the several kinds of adhesive stamps issued during the year ending June 30, 1889, were as follows: Ordinary stamps, 1,961,930,840; postage-due stamps, 11,890,870; newspaper and periodical stamps, 3,527,861; special-delivery stamps, 1,575,650. Upon the basis of an annual increase of 8 per cent. on these issues—which is what may not unreasonably be expected—and taking the prices of manufacture fixed by a contract recently entered into by the Department for four years from the 1st of January, 1890, we have the following as the probable amount to be required under this head of appropriation for the fiscal year ending June 30, 1891:

2,288,454,451 ordinary stamps, at 7.47 cents a thousand.....	\$170,947
13,868,695 postage-due stamps, at 8.49 cents a thousand.....	1,177
4,114,897 newspaper and periodical stamps, at 18 cents a thousand.....	740
1,837,838 special-delivery stamps, at 18 cents a thousand.....	331
<b>Total.....</b>	<b>173,195</b>

The estimate may be put in round numbers at \$173,000.

The current appropriation is \$155,874.

## STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER-SHEETS.

Although greater fluctuations are usual in the issue of stamped envelopes and newspaper wrappers than in the issue of postage-stamps, still it is thought to be safe to adopt as the ratios of increase for the former those that are above taken for the latter. Upon this basis the following result is reached:

Cost of stamped envelopes, newspaper wrappers, and letter-sheets during the year ending June 30, 1889.....	\$750,203.87
Add 8 per cent. for increase.....	60,016.28
Shows probable cost for year ending June 30, 1890.....	810,219.63
Add 8 per cent. for increase again.....	64,817.57
Shows probable cost for year ending June 30, 1891.....	875,037.21

The existing contract for stamped envelopes will expire on the 30th September, 1890, three months after the beginning of the next fiscal year, and while it is probable that there will be some reduction of cost under a new contract, it is thought best to make the estimate of appropriation on the basis of existing contract prices. In round numbers, therefore, \$875,000 may be taken as the amount of appropriation required.

The current appropriation is \$852,351.

## POSTAL CARDS.

Since the reduction in the letter rate of postage the ratio of increase in the issue of postal cards has fallen off very considerably. During the year ending June 30, 1889, the increase over the previous year was less than 1½ per cent.—an increase, however, that is unusually small, and that is not likely to be the case again. This may almost

certainly be said, at least for the current and the next fiscal year, for the Department has recently entered into a contract for the furnishing of postal cards for the four years beginning October 1, 1889, under which three different sizes and qualities of cards are provided for—a fact which will probably occasion an increased demand from the public, and which will also lead to a very large increase in the issues through the stocking up of post-offices with a first supply. Under all the circumstances, it is not thought prudent to estimate upon a smaller ratio of increase than 8 per cent. a year, upon which basis, and at a price for the cards of 40 cents a thousand—that being the average price under the new contract—the estimate will be as follows:

Number of cards issued during year ending June 30, 1889 .....	336, 808, 590
Add 8 per cent. for expected increase .....	30, 944, 690
Shows number to be issued in year ending June 30, 1890 .....	417, 753, 189
Add 8 per cent. for increase again .....	33, 420, 254
Shows number to be issued in year ending June 30, 1891 .....	451, 173, 434
Cost of this number, at an average of 40 cents a thousand .....	\$180, 469

Or, say, in round numbers, \$180,000.

The present appropriation is \$228,781.

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

The cost of registered package, tag, official, and dead-letter envelopes issued during the year ending June 30, 1889, was \$99,308, which is an increase over the expenditure for the preceding year of about 13 per cent., due not only to increased issues, but to increased prices under the contract for the year beginning July 1, 1888. In the contract for the year beginning July 1, 1889, there was a slight reduction in prices as compared to the previous year. In view of the rapid increase in the business of the postal service for which these envelopes are used it will probably be safe to allow for an annual increase of 8 per cent. in quantity and cost of the envelopes. On this basis the estimate will stand as follows:

Cost of envelopes for year ending June 30, 1889 .....	\$99, 388. 00
Add 8 per cent. for increase .....	7, 951. 84
Gives estimated cost for year ending June 30, 1890 .....	107, 339. 84
Add 8 per cent. increase for 1891 .....	8, 587. 12
Gives estimated cost for year ending June 30, 1891 .....	115, 926. 16

The estimate is placed, in even figures, at \$116,000. The current appropriation is \$109,745. The contract for these envelopes is made yearly.

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

The following named amounts, being the same as provided for by current appropriations, will be needed for the several agencies, namely:

For the postage-stamp agency .....	\$6, 000
For the stamped-envelope agency .....	16, 000
For the postal-card agency .....	7, 800

#### 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 their 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 appropriation for the current year is \$2,500, which is estimated to be sufficient for the coming year.

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

The amount required for this purpose will be \$500 more than is provided by the current appropriation, namely, \$3,500, the increase being due to the great increase in the number of drafts and warrants issued.



## MISCELLANEOUS.

The same amount is asked for this purpose as is provided by the current appropriation, namely, \$1,000.

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:

Items.	Expenditure year ending June 30, 1890.	Estimates of appropriation year ending June 30, 1891.	Increase of estimates for year 1891 over expenditures for year 1890.	
			Amount.	Percent.
Adhesive postage and special-delivery stamps . . .	\$139,062.71	\$173,000	\$33,937.29	24.4
Postage-stamp agency . . . . .	7,414.74	9,000	1,585.26	21.3
Stamped envelopes, newspaper-wrappers and letter sheets . . . . .	750,203.37	875,000	124,796.63	16.6
Stamped-envelope agency . . . . .	15,747.18	16,000	252.82	1.6
Postal-cards . . . . .	189,159.82	180,000	*9,159.82	*4.8
Postal-card agency . . . . .	7,705.09	7,800	94.91	1.2
Registered-package, tag, official, and dead-letter envelopes . . . . .	99,888.00	116,000	16,112.00	16.7
Ship, steam-boat, and way letters . . . . .	1,273.48	2,500	1,226.52	96.3
Engraving, printing, and binding drafts and warrants . . . . .	2,499.60	3,500	1,000.40	40.0
Miscellaneous items . . . . .	14.55	1,000	985.45	6772.0
Total . . . . .	1,212,468.54	1,383,800	171,331.46	14.0

\* Decrease.

The excess of the above estimates over the present appropriations is shown in the following table:

Items.	Appropriations year ending June 30, 1890.	Estimates year ending June 30, 1891.	Increase of estimates for year 1891 over appropriation for year 1890.	
			Amount.	Percent.
Adhesive postage and special-delivery stamps . . .	\$155,874	\$173,000	\$17,126	10.9
Postage-stamp agency . . . . .	9,000	9,000	—	—
Stamped envelopes, newspaper-wrappers, and letter-sheets . . . . .	852,351	875,000	22,649	2.6
Stamped-envelope agency . . . . .	16,000	16,000	—	—
Postal-cards . . . . .	228,781	180,000	*48,781	*21.3
Postal-card agency . . . . .	7,800	7,800	—	—
Registered-package, tag, official, and dead-letter envelopes . . . . .	109,745	116,000	6,255	5.6
Ship, steam-boat, and way letters . . . . .	2,500	2,500	—	—
Engraving, printing, and binding drafts and warrants . . . . .	3,000	3,500	500	16.6
Miscellaneous items . . . . .	1,000	1,000	—	—
Total . . . . .	1,386,051	1,383,800	2,251	*0.2

\* Decrease.

As will be observed by the foregoing, there is a decrease of \$2,251 in the estimates for the next fiscal year as compared with the appropriations for the present year.

Yours, very respectfully,

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

Hon. JOHN WANAMAKER,  
Postmaster-General.

No. 2.—Statement showing appropriations and expenditures for the fiscal year ending June 30, 1889.

Items.	Amount of ap- propriations.	By accounts up to September 30.		
		Amount of expenditures.	Balance un- expended.	Excess of expenditures.
<i>Office of the Postmaster-General.</i>				
For mail depredations and post-office in- spectors, and fees to United States mar- shals, attorneys, etc	\$200,000.00	\$197,031.91	\$2,968.09	
For advertising	16,000.00	15,864.88	135.12	
For miscellaneous items in the office of the Postmaster-General	1,500.00	129.18	1,370.82	
<i>Office of the First Assistant Postmaster- General.</i>				
For compensation to postmasters	12,800,000.00	13,168,990.99		\$368,990.99
For compensation to clerks in post-offices	5,950,000.00	5,919,301.69	30,698.31	
For compensation to clerks in post-offices for unusual business	25,000.00		25,000.00	
For rent, light, and fuel for first and sec- ond class post-offices	550,000.00	529,879.12	20,120.88	
For rent, light, and fuel for post-offices of the third class	450,000.00	286,102.52	163,897.48	
For miscellaneous and incidental items for the first and second class post-offices, in- cluding furniture	100,000.00	85,158.17	14,841.83	
Free-delivery service	6,000,000.00			
For the additional expenses of the free-de- livery service	1,000,000.00	6,957,899.84	42,100.16	
For stationery in post-offices	55,000.00	42,876.76	12,123.24	
For wrapping twine	80,000.00	71,339.23	8,560.77	
For wrapping paper	45,000.00	44,074.00	926.00	
For letter balances, scales, and test- weights	15,000.00	14,954.80	45.20	
For post-marking and rating stamps and ink and pads for stamping and cancel- ing purposes	48,000.00	36,366.16	6,633.84	
<i>Office of the Second Assistant Postmaster- General.</i>				
For inland mail transportation by star- routes	5,400,000.00	5,177,195.43	222,804.57	
For inland mail transportation by steam- boat routes	450,000.00	427,886.98	22,113.02	
For mail-messenger service	950,000.00	926,747.09	23,252.91	
For mail-bags and mail-bag catchers	285,000.00	179,965.25	105,034.75	
For mail locks and keys	25,000.00	14,827.03	10,172.97	
For inland mail transportation by railroad routes	18,007,528.40	17,843,357.70	164,170.70	
For railway post-office car service	2,053,643.60	1,991,066.61	62,576.99	
For railway post-office clerks	5,296,790.21	5,234,667.09	62,123.12	
For necessary and special facilities on trunk lines	295,987.53	293,038.87	2,948.66	
For miscellaneous items	1,000.00	486.86	513.14	
<i>Office of the Third Assistant Postmaster- General.</i>				
For manufacture of adhesive postage and special-delivery stamps	144,148.00	139,062.71	5,085.29	
For postage-stamp agency	8,000.00	7,414.74	585.26	
For manufacture of stamped envelopes, newspaper-wrappers, and letter sheets	756,687.00	750,203.37	6,483.63	
For stamped-envelope agency	16,000.00	15,747.18	252.82	
For manufacture of postal-cards	212,455.00	189,159.82	23,295.18	
For postal-card agency	7,800.00	7,705.09	94.91	
For registered-package, tag, official, and dead-letter envelopes	102,866.00	99,388.00	3,478.00	
For ship, steam-boat, and way letters	2,500.00	1,273.48	1,226.52	
For engraving, printing, and binding drafts and warrants	2,500.00	2,499.60	40	
For miscellaneous items	1,000.00	14.55	985.45	
For special-delivery service	121,987.05	121,987.05		
<i>Office of the Superintendent of Foreign Mails.</i>				
For transportation of foreign mails	547,000.00	523,532.97	23,467.03	
For balance due foreign countries	75,000.00	60,160.52	14,839.48	
Total	62,093,392.79	61,376,847.24	1,085,538.54	368,990.99

No. 3.—Statement showing the increase of revenue from the various sources during the fiscal year ending June 30, 1889, over receipts during the fiscal year ending June 30, 1888.

Items.	Gross receipts.		Increase.	
	Year ending June 30, 1889.	Year ending June 30, 1888.	Amount.	Per cent.
1. Letter postage paid in money.....	\$176,612.28	\$61,903.40	\$114,708.88	185.3+
2. Box rents .....	2,188,578.98	2,173,284.05	15,294.93	0.7+
3. Fines and penalties.....	19,900.20	19,583.76	316.44	1.6+
4. Sale of postage-stamps, stamped envelopes, newspaper-wrappers, and postal-cards...	52,963,101.83	49,544,272.72	3,408,829.11	6.8+
5. Amount taken from dead letters for which no owners could be found.....	12,722.38	9,117.72	3,604.66	39.5+
6. Revenue from money-order business.....	787,804.81	798,317.83	*10,513.02	*1.3+
7. Miscellaneous collections .....	36,890.70	88,697.31	*51,806.61	*58.4+
<b>Total .....</b>	<b>56,175,611.18</b>	<b>52,695,176.79</b>	<b>3,480,434.39</b>	<b>6.6+</b>

\* Decrease.

No. 4.—Statement exhibiting the receipts and expenditures, under appropriate heads, by  
30, 1888

## RECEIPTS.

	Quarter ending Sep- tember 30, 1888.	Quarter ending De- cember 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.
Letter postage paid in money .....	\$50, 140. 76	\$38, 940. 21	\$47, 640. 34	\$30, 890. 97
Box-rents .....	548, 143. 02	548, 283. 19	545, 293. 00	546, 859. 77
Fines and penalties .....	8, 359. 53	4, 195. 91	4, 646. 76	7, 696. 00
Postage-stamps, stamped envelopes, news- paper wrappers, and postal-cards .....	12, 104, 991. 74	13, 741, 064. 97	14, 068, 296. 48	13, 050, 743. 64
Dead letters .....	4, 550. 30	4, 981. 11	1, 550. 93	1, 631. 04
Revenue from money-order business .....	178, 631. 61	235, 979. 10	196, 999. 83	184, 294. 28
Miscellaneous .....	4, 320. 52	6, 546. 67	14, 483. 47	11, 535. 04
	12, 903, 187. 48	14, 569, 991. 16	14, 868, 624. 80	13, 833, 667. 74

Comparison, including revenue from money-order business:

Increase of receipts over year ending June 30, 1888, \$3,450,434.39, or 6.6 + per cent.

Increase of receipts over year ending June 30, 1887, \$7,338,901.79, or 15 + per cent.

## EXPENDITURES.

Compensation of postmasters .....	\$3, 157, 468. 33	\$3, 361, 209. 78	\$3, 419, 873. 99	\$3, 290, 789. 89
Compensation of clerks for post-offices .....	1, 448, 395. 84	1, 478, 451. 88	1, 488, 033. 38	1, 504, 420. 59
Compensation of letter-carriers and inci- dental expenses .....	1, 623, 851. 56	1, 747, 909. 87	1, 773, 222. 19	1, 812, 916. 23
Wrapping paper .....	10, 799. 91	16, 020. 06	11, 871. 20	5, 358. 84
Twine .....	9, 758. 48	22, 413. 81	14, 024. 45	25, 242. 48
Post-marking and canceling stamps .....	20, 332. 06	6, 278. 88	3, 543. 49	6, 211. 72
Letter-balances and test weights .....	9, 833. 60	242. 35	3, 418. 40	1, 460. 46
Rent, light, and fuel for post-offices of the first and second class .....	124, 262. 22	185, 054. 92	196, 448. 90	134, 113. 08
Rent, light, and fuel for post-offices of the third class .....		81, 459. 39	89, 731. 04	114, 912. 09
Stationery for post-offices .....	10, 403. 54	9, 831. 88	8, 594. 79	14, 046. 55
Furniture for post-offices .....				
Miscellaneous, office of First Assistant Post- master-General, including office furniture .....	17, 523. 85	21, 760. 08	24, 404. 40	21, 469. 84
Inland mail transportation, railroad .....	4, 266, 281. 20	4, 325, 045. 79	4, 611, 997. 73	4, 640, 632. 98
Inland mail transportation, star .....	1, 268, 627. 88	1, 303, 090. 57	1, 296, 001. 28	1, 309, 475. 75
Inland mail transportation, steam-boat .....	109, 813. 20	112, 111. 52	99, 516. 88	106, 446. 38
Transportation by postal-cars .....	467, 126. 16	497, 592. 04	502, 427. 34	523, 921. 07
Special and necessary facilities for railroad trunk lines .....	78, 913. 82	78, 913. 82	78, 913. 82	71, 297. 41
Compensation of railway postal clerks .....	1, 285, 089. 75	1, 307, 449. 44	1, 323, 104. 21	1, 318, 423. 99
Compensation of mail messengers .....	224, 004. 68	230, 461. 41	234, 006. 45	238, 280. 55
Mail locks and keys .....	4, 050. 38	2, 310. 00	5, 969. 20	2, 497. 48
Mail bags and catchers .....	20, 626. 44	51, 361. 70	65, 819. 45	42, 467. 98
Mail depredations, post-office inspectors, fees to United States marshals, attorneys, clerks of court, and counsel .....	53, 983. 70	53, 410. 37	47, 788. 28	41, 849. 58
Postage-stamps .....	31, 205. 94	35, 781. 72	38, 192. 99	33, 882. 08
Distribution of postage-stamps .....	1, 890. 00	1, 890. 00	1, 890. 00	1, 744. 74
Stamped envelopes, newspaper wrappers, and letter-sheets .....	241, 676. 86	120, 951. 81	197, 480. 57	190, 094. 12
Distribution of stamped envelopes, news- paper wrappers, and letter-sheets .....	3, 959. 00	3, 950. 00	3, 950. 00	3, 885. 18
Postal-cards .....	34, 491. 22	50, 943. 95	44, 918. 16	58, 805. 48
Distribution of postal-cards .....	1, 984. 24	1, 920. 85	1, 900. 00	1, 900. 00
Registered-package envelopes, tag, and offi- cial and dead-letter envelopes .....	21, 662. 63	24, 547. 02	27, 678. 23	25, 568. 12
Ship, steam-boat, and way letters .....	393. 16	335. 78	196. 68	245. 98
Engraving, printing, and binding drafts and warrants .....	2, 246. 40		233. 39	
Advertising .....	2, 651. 09	4, 639. 34	4, 595. 89	4, 695. 05
Miscellaneous, Office of Postmaster-General .....	12. 50		106. 18	13. 50
Foreign mail transportation .....	119, 283. 90	139, 377. 60	129, 768. 27	135, 965. 39
Balance due foreign countries .....	14, 814. 31	40, 247. 00	4, 960. 62	148. 00
Miscellaneous, Second Assistant Postmas- ter-General .....	119. 73	14. 85	262. 53	
Miscellaneous, Third Assistant Postmaster- General .....	14. 55			

quarters, for the fiscal year ending June 30, 1889, compared with fiscal years ending June and 1887.

## RECEIPTS.

Total year ending June 30, 1889.	Total expenditures on account of previous fiscal years.	Total year ending June 30, 1888.	Comparison with year ending June 30, 1888.		Total year ending June 30, 1887.	Comparison with year ending June 30, 1887.	
			Increase.	Decrease.		Increase.	Decrease.
\$176,612.28	.....	\$61,003.40	\$114,708.88	.....	\$93,777.87	\$82,834.41	.....
2,188,578.98	.....	2,173,284.05	15,294.93	.....	2,188,499.98	30,079.00	.....
19,900.20	.....	19,583.76	316.44	.....	19,423.56	466.64	.....
52,953,101.83	.....	49,544,272.72	3,408,829.11	.....	45,670,983.84	7,282,117.99	.....
12,722.38	.....	9,117.72	3,604.66	.....	10,970.35	1,746.03	.....
787,804.81	.....	798,317.83	.....	\$10,513.02	719,335.45	68,469.36	.....
36,890.70	.....	88,697.31	.....	51,806.61	164,602.34	.....	\$127,711.64
56,175,611.18	.....	52,695,176.79	3,542,754.02	62,319.63	48,837,609.39	7,465,713.43	127,711.64
52,695,176.79	.....	.....	62,319.63	.....	56,175,611.18	127,711.64	.....
3,480,434.39	.....	.....	3,480,434.39	.....	7,338,061.79	7,338,061.79	.....

Comparison, excluding revenue from money-order business:

Increase of receipts over year ending June 30, 1888, \$3,490,947.41, or 6.7 + per cent.

Increase of receipts over year ending June 30, 1887, \$7,269,532.43, or 15 + per cent.

## EXPENDITURES.

\$13,168,990.99	\$12,809.35	\$12,589,768.66	\$579,222.33	.....	\$11,929,481.41	\$1,239,509.58	.....
5,919,301.69	11,926.57	5,505,519.07	413,782.62	.....	5,385,812.74	533,488.95	.....
6,957,890.84	681.51	5,422,379.42	1,535,520.42	.....	4,618,682.05	2,339,217.79	.....
44,074.00	.....	43,997.56	76.45	.....	29,971.82	14,102.18	.....
71,439.23	.....	71,175.77	263.46	.....	65,160.79	6,278.44	.....
36,366.16	.....	29,999.71	6,366.45	.....	21,005.48	15,360.68	.....
14,954.80	.....	16,999.92	.....	2,045.12	1,001.62	13,863.18	.....
529,879.12	7,766.43	.....	529,879.12	.....	.....	529,879.12	.....
286,102.52	.....	503,111.39	.....	217,008.87	471,333.23	.....	185,230.71
42,876.76	1,797.37	49,868.55	.....	6,991.79	45,692.43	.....	2,815.67
.....	2,535.29	19,025.02	.....	19,025.02	20,470.88	.....	20,470.88
85,158.17	2,875.39	57,955.63	27,202.54	.....	57,775.46	27,382.71	.....
17,843,357.70	403,080.41	15,790,841.51	2,052,516.19	.....	14,707,281.94	3,136,075.76	.....
5,177,195.43	34,679.16	5,013,178.22	162,017.21	.....	5,119,649.30	57,546.13	.....
427,886.98	11,633.08	409,872.56	18,014.42	.....	421,370.24	6,516.74	.....
1,991,666.61	11,464.98	1,822,964.37	168,102.24	.....	1,713,391.92	277,674.69	.....
293,038.87	1,269.70	293,299.16	.....	260.29	285,872.81	7,666.06	.....
5,234,067.09	2,625.19	4,967,302.17	266,764.92	.....	4,693,381.91	540,685.18	.....
926,747.09	3,584.53	851,709.39	75,037.70	.....	825,338.17	101,408.92	.....
14,827.03	.....	22,500.54	.....	7,673.51	19,522.06	4,694.97	.....
179,965.25	4,986.40	246,592.67	.....	66,627.42	245,798.33	65,833.08	.....
197,031.91	1,337.89	290,934.35	.....	93,902.44	197,706.08	.....	674.17
139,062.71	.....	132,411.00	6,651.71	.....	116,700.00	23,362.71	.....
7,414.74	.....	7,558.04	.....	143.30	7,622.40	.....	107.66
750,203.37	2,140.41	710,884.93	39,318.44	.....	583,500.00	166,703.37	.....
15,747.18	.....	15,859.03	.....	111.85	15,945.07	.....	197.89
189,159.82	.....	199,826.50	.....	10,666.68	182,146.27	7,013.55	.....
7,705.09	11.55	8,915.50	.....	1,210.41	9,970.80	.....	2,265.71
96,388.00	.....	87,488.60	11,899.40	.....	67,200.00	32,188.00	.....
1,273.48	.....	1,428.71	.....	155.23	1,506.58	.....	232.10
2,499.60	.....	2,445.50	54.10	.....	1,959.50	540.10	.....
15,864.88	39.75	13,068.41	2,806.47	.....	12,554.75	3,310.13	.....
129.18	.....	192.05	.....	62.87	106.00	23.18	.....
523,522.97	17,688.72	448,265.51	75,157.46	.....	369,981.52	153,541.45	.....
60,160.52	42,661.44	31,408.19	28,752.33	.....	54,286.86	6,873.66	.....
486.86	.....	294.50	192.36	.....	166.90	319.96	.....
14.55	.....	210.10	.....	195.55	114.75	106.90	.....

## No. 4.—Statement exhibiting the receipts and expenditures, under appropriate

	Quarter ending Sep- tember 30, 1888.	Quarter ending De- cember 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.
Special-delivery service.....	\$27, 664. 70	\$31, 044. 03	\$30, 774. 06	\$32, 504. 26
Rent of Washington city post-office.....				
Compensation of postmasters, re-adjusted.....				
	14, 710, 215. 83	15, 233, 024. 10	15, 719, 984. 02	15, 718, 623. 29

Total expenditures for transportation of the domestic mails for year ending June 30, 1889 \$25, 732, 545. 59

Total expenditures for transportation of the domestic mails for year ending June 30, 1887 22, 247, 066. 21

Increase over 1887 ..... 3, 485, 479. 38  
or 15.6 + per cent.

Increase of expenditures over June 30, 1887, \$3, 985, 169. 81, or 17.1 + per cent.

heads, by quarters, for the fiscal year ending June 30, 1889, etc.—Continued.

Total year ending June 30, 1889.	Total expenditures on account of previous fiscal years.	Total year ending June 30, 1888.	Comparison with year ending June 30, 1888.		Total year ending June 30, 1887.	Comparison with year ending June 30, 1887.	
			Increase.	Decrease.		Increase.	Decrease.
\$121,987.05	\$142.76	\$109,015.64 5,000.00	\$12,971.41	\$5,000.00	\$82,726.42	\$29,250.63	.....
.....	362,534.33	.....	.....	.....	.....	.....	.....
61,376,847.24	940,272.12	55,795,357.84	6,012,569.75	431,080.35	52,391,677.43	9,267,792.85	282,623.04
55,795,357.84	.....	.....	431,080.35	.....	61,376,847.24	282,623.04	.....
5,581,489.40	.....	.....	5,581,489.40	.....	8,985,169.81	8,985,169.81	.....

Total expenditures for transportation of the domestic mails for year ending June 30, 1889 \$25,732,545.59  
Total expenditures for transportation of the domestic mails for year ending June 30, 1888 23,332,155.82

Increase over 1888 ..... 2,400,389.77

Increase of expenditures over June 30, 1888, \$5,581,489.40, or 10 + per cent. or 10.3 + per cent.

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National Bank of Commerce, Cleveland, Ohio.....	745.00	745.00	745.00	386.00	.....	745.00
National City Bank, Grand Rapids, Mich.....	326.00	326.00	326.00	.....	.....	470.00
National Bank of Huntsville, Huntsville, Ala.....	39.78	39.78	39.78	.....	.....	60.23
National Bank of the Republic, Washington, D. C.....	.....	.....	.....	.....	.....	106.00
National Bank State of Florida, Jacksonville, Fla.....	.....	.....	.....	.....	.....	20.00
National Bank State of Virginia, Richmond, Va.....	.....	.....	.....	.....	.....	552.87
Northern National Bank, Toledo, Ohio.....	.....	.....	.....	.....	.....	44.82
Omaha National Bank, Omaha, Nebr.....	355.31	355.31	355.31	.....	.....	217.79
People's National Bank, Charleston, S. C.....	117.44	117.44	117.44	79.46	.....	.....
Planters' National Bank, Richmond, Va.....	348.23	348.23	348.23	98.23	.....	.....
St. Louis National Bank, St. Louis, Mo.....	.....	.....	.....	.....	.....	1,601.00
Sioux National Bank, Sioux City, Iowa.....	.....	.....	.....	.....	.....	233.85
State National Bank, El Paso, Tex.....	10.00	10.00	10.00	.....	.....	253.98
State National Bank, Memphis, Tenn.....	.....	.....	.....	.....	.....	887.77
State National Bank, Springfield, Ill.....	1,064.50	1,064.50	1,064.50	.....	.....	1,381.61
Trademarks National Bank, Pittsburgh, Pa.....	.....	.....	.....	.....	.....	636.40
Union National Bank, Salt Lake City, Utah.....	125.16	125.16	125.16	125.16	.....	.....
Assistant Treasurer United States, New Orleans, La.....	.....	.....	.....	.....	.....	.....
United States Depository, Little Rock, Ark.....	.....	.....	.....	.....	.....	.....
United States Depository, Merchants' National Bank, Savannah, Ga.....	.....	.....	.....	.....	.....	.....
United States Depository, Galveston, Tex.....	.....	.....	.....	.....	.....	.....
Total.....	23,681,442.45	3,870,639.12	4,917,458.51	32,409,540.08	23,681,442.45	985,407.09
						161,449.69
						803,957.40
						29,091,906.12

**\* Old accounts.**

No. 5.—Receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1889—Continued.

Depositories.	Increase over 1888.	Decrease from 1888.	Transfer account—		Warrants paid. 30, 1888.	Outstand- ing war- rants June 30, 1888.	Balances as per tran- scripts June 30, 1889.	Outstand- ing war- rants June 30, 1889.	Balances subject to draft June 30, 1889.
			From.	To.					
Treasurer United States Washington, D. C.		\$18,977.03	\$4,100,000.00	\$17,458.51	\$507,481.54	\$1,575.14	\$233,876.91	\$2,826.44	\$231,050.47
Assistant treasurer United States, Baltimore, Md.		21,652.55	300,000.00	300,000.00	618,927.42	1,353.80	172,690.91	3,194.64	170,496.27
Assistant treasurer United States, Boston, Mass.		45,026.05	800,000.00		1,080,516.97	4,717.09	582,494.57	3,873.91	578,620.66
Assistant treasurer United States, Chicago, Ill.	\$751,429.45			1,700,000.00	6,210,045.62	16,382.29	737,878.54	10,492.12	727,386.42
Assistant treasurer United States, Cincinnati, Ohio.					1,968,966.58	10,597.28	343,756.42	4,492.82	339,263.60
Assistant treasurer United States, New Orleans, La.	148,402.08								
Assistant treasurer United States, New York, N. Y.	148,531.09			300,000.00	1,081,830.34	5,382.37	92,821.89	6,596.20	86,225.69
Assistant treasurer United States, Philadelphia, Pa.	828,844.89			1,100,000.00	10,756,082.67	50,097.69	906,378.31	40,982.62	856,395.69
Assistant treasurer United States, San Francisco, Cal.	194,707.78			600,000.00	2,701,197.22	5,899.08	597,532.07	3,621.90	593,910.17
Assistant treasurer United States, St. Louis, Mo.	103,326.34								
First National Bank, Albuquerque, N. Mex.	390,034.46			900,000.00	1,022,421.20	7,549.73	422,775.08	9,591.51	413,183.57
First National Bank, Deadwood, Dak.					2,506,457.77	7,347.96	418,201.27	10,370.99	408,830.28
First National Bank, Denver, Colo.									
First National Bank, Detroit, Mich.			432.51						
First National Bank, Leavenworth, Kans.			1,051.03						
First National Bank of Los Angeles, Los Angeles, Cal.			500.00				494.36		494.36
First National Bank, Madison, Wis.			100.00				25.00		25.00
First National Bank, Milwaukee, Wis.			100.00						
First National Bank, Nashville, Tenn.									
First National Bank, Portland, Oregon.			276.00				176.00		176.00
First National Bank, Portsmouth, N. H.			500.00						
First National Bank, Providence, R. I.			300.00						
First National Bank, St. Paul, Minn.			1.28						
First National Bank, Toledo, Ohio.			100.00						
First National Bank, Trenton, N. J.									
First National Bank of Wilmington, Wilmington, Del.									
Second National Bank, St. Paul, Minn.			650.00				162.34		162.34
Third National Bank, Buffalo, N. Y.			1,100.00				350.00		350.00
Merchants' National Bank, Burlington, Vt.			75.25				100.00		100.00
Merchants' National Bank, Portland, Me.			1,350.26						
Merchants' National Bank, Savannah, Ga.			4,430.04						
American National Bank, Dallas, Tex.			800.40				150.00		150.00
Charter Oak National Bank, Hartford, Conn.			706.00				550.00		550.00

[illegible]

**Old accounts.**

## No. 5.—Receipts and expenditures at Treasury depositories, etc.—Continued.

## COMPARATIVE STATEMENT BETWEEN FISCAL YEARS 1888 AND 1889 AT TREASURY DEPOSITORIES.

Deposits for fiscal year 1889.....	\$23,081,442.45
Deposits for fiscal year 1888.....	22,877,485.05
Increase of deposits for 1889.....	803,957.40
Grants from the Treasury 1889.....	\$3,870,630.12
Grants from the Treasury 1888.....	3,160,820.47
Increase of grants for 1889.....	709,818.65
Increase of receipts over 1888.....	985,497.09
Decrease of receipts from 1888.....	181,449.69
Increase for 1889, as shown above.....	803,957.40
Warrants drawn for 1889.....	28,091,806.13
Warrants drawn for 1888.....	26,871,283.06
Increase for 1889.....	2,520,643.06
Balance subject to draft June 30, 1888.....	5,983,716.86
Balance subject to draft June 30, 1889.....	4,444,425.77
Decrease from 1888.....	1,539,291.09
Total number of warrants issued during fiscal year 1889.....	106,812
Total number of warrants issued during fiscal year 1888.....	92,570
Increase for 1889.....	13,242

## No. 6.—Postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards issued during fiscal year ending June 30, 1889.

## ORDINARY POSTAGE-STAMPS.

Denomination.	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.	Total.
1-cent.....	97,022,600	127,794,600	130,074,600	118,141,500	473,033,300
2-cent.....	375,272,100	356,527,900	387,213,000	339,427,900	1,458,440,900
3-cent.....	825,300	1,715,400	2,005,200	1,545,700	6,091,600
4-cent.....	3,055,700	3,553,650	4,018,900	3,744,100	14,372,350
5-cent.....	8,492,220	9,524,540	10,202,080	9,116,680	37,335,520
6-cent.....	110,000	9,200	50,500	16,000	185,700
10-cent.....	4,558,150	5,359,320	5,711,450	5,355,020	20,983,940
15-cent.....	278,700	519,900	262,500	291,500	1,352,600
30-cent.....	75,290	116,840	158,300	84,380	434,710
90-cent.....	6,400	8,410	11,800	22,900	49,510
10-cent special de- livery.....	347,300	*521,940	302,440	1403,910	1,575,690
Total.....	440,045,820	505,851,700	540,010,830	478,150,140	1,963,558,490
Value.....	\$8,614,569	\$9,772,623	\$10,477,935	\$9,288,465	\$38,153,592

\* 600 of these are specimens.

† 111,900 of these are specimens.

## NEWSPAPER AND PERIODICAL STAMPS.

1-cent.....	138,560	148,360	176,990	238,050	605,960
2-cent.....	118,300	113,080	180,790	187,155	549,325
3-cent.....	49,630	49,590	63,660	66,210	229,090
4-cent.....	88,075	82,290	96,185	103,110	369,670
6-cent.....	58,695	53,200	64,005	66,940	241,440
8-cent.....	48,275	42,800	52,440	57,060	200,775
10-cent.....	98,790	97,455	115,330	112,725	424,300
12-cent.....	44,405	35,515	46,620	54,880	181,420
24-cent.....	43,060	81,780	41,750	40,490	167,080
36-cent.....	27,755	15,660	22,115	20,525	85,955
48-cent.....	18,055	11,485	15,455	15,915	56,910
60-cent.....	15,395	12,300	15,605	15,525	58,825
72-cent.....	9,530	6,710	10,525	8,590	35,355
84-cent.....	10,560	7,100	8,885	9,595	36,140

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, etc.*—Continued.

## NEWSPAPER AND PERIODICAL STAMPS—Continued.

Denomination.	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.	Total.
96-cent .....	16,785	16,650	16,055	18,365	67,855
\$1.92 .....	11,100	11,345	10,885	10,820	44,150
93 .....	9,255	6,814	9,656	9,370	35,095
95 .....	4,902	3,813	5,092	4,476	18,283
99 .....	2,301	2,185	3,210	3,180	10,776
\$12 .....	3,111	2,607	3,506	2,534	11,758
\$24 .....	1,252	938	1,176	1,183	4,499
\$36 .....	931	598	616	620	2,765
\$48 .....	555	360	750	370	2,035
\$60 .....	1,880	1,750	2,060	1,570	7,210
Total .....	815,107	751,785	913,951	1,047,068	3,527,861
Value .....	\$437,624	\$363,910	\$461,902	\$400,315	\$1,663,751

## POSTAGE-DUE STAMPS.

1-cent .....	1,513,500	1,774,700	1,515,200	1,517,200	6,320,600
2-cent .....	1,085,850	851,350	880,850	792,150	3,560,200
3-cent .....	55,200	11,100	70,200	12,400	148,900
5-cent .....	188,360	102,260	130,260	103,340	519,220
10-cent .....	297,020	380,120	328,960	334,100	1,340,200
30-cent .....	50	220	640	.....	910
50-cent .....	30	100	10	.....	140
Total .....	3,085,010	3,119,860	2,926,120	2,759,190	11,890,170
Value .....	\$76,408	\$78,348	\$74,481	\$69,964	\$299,201

## STAMPED ENVELOPES (PLAIN) AND NEWSPAPER WRAPPERS.

1-cent .....	8,800,500	12,508,250	11,274,500	10,870,250	43,453,500
2-cent .....	27,891,500	41,273,700	38,202,250	38,849,450	144,216,900
4-cent .....	4,900	7,100	4,700	10,650	27,850
5-cent .....	42,750	59,000	27,000	26,000	154,750
10-cent .....	7,000	.....	750	.....	7,750
30-cent .....	4,200	.....	250	.....	4,450
90-cent .....	2,600	.....	.....	.....	2,600
1-cent wrappers .....	8,954,750	10,644,750	11,055,250	10,458,500	41,113,250
2-cent wrappers .....	409,750	649,000	792,250	748,500	2,597,500
Total .....	45,617,950	65,141,800	61,356,950	58,961,850	231,078,050
Value .....	\$817,278.80	\$1,177,785.38	\$1,102,724.86	\$1,061,461.88	\$4,159,250.92

## STAMPED ENVELOPES BEARING REQUEST TO RETURN.

1-cent .....	1,928,000	2,436,750	2,654,000	1,995,000	9,011,750
2-cent .....	49,649,750	53,678,500	55,092,500	53,270,250	211,691,000
4-cent .....	19,500	20,500	25,500	15,000	80,500
5-cent .....	22,000	33,000	31,500	16,500	103,000
Total .....	51,617,250	56,068,750	57,803,500	55,296,750	220,786,250
Value .....	\$1,113,479.45	\$1,206,240.45	\$1,242,156.70	\$1,193,553.65	\$4,755,430.25

## TWO-CENT LETTER-SHEET ENVELOPES.

Total .....	116,500	290,000	264,500	247,000	918,000
Value .....	\$2,679.50	\$6,670.00	\$6,083.50	\$5,681.00	\$21,114.00

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, etc.*—Continued.

## POSTAL-CARDS.

Denomination.	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1889.	Quarter ending June 30, 1889.	Total.
1-cent .....	87,096,500	109,887,000	99,373,000	90,316,000	386,672,500
2-cent .....	21,500	30,500	45,250	38,750	136,000
Total .....	87,118,000	109,917,500	99,418,250	90,354,750	386,808,500
Value .....	\$871,396	\$1,099,480	\$994,635	\$903,935	\$3,869,445

## RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps .....	1,961,990,840	\$37,906,627.00
Special-delivery stamps .....	1,675,650	157,586.00
Newspaper and periodical stamps .....	3,627,861	1,663,751.00
Postage-due stamps .....	11,890,170	259,281.00
Ordinary stamped envelopes, plain .....	187,367,300	3,652,457.67
Stamped envelopes, request .....	220,786,250	4,755,439.25
Newspaper wrappers .....	43,710,750	506,792.25
Letter-sheet envelopes .....	918,000	21,114.00
Postal-cards .....	396,808,500	2,969,445.00
Aggregate .....	2,818,565,321	\$52,921,784.17

No. 7.—*Issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards, by denominations, for fiscal year ending June 30, 1889.*

Denomination.	Ordinary, special-deliv- ery, and postage-due stamps.	Stamped en- velopes, newspaper wrappers, and letter-sheet envelopes.	Postal-cards, not includ- ing those shipped to sub-agencies.	Newspaper and periodi- cal stamps.	Total.
1-cent .....	479,353,900	93,078,500	386,672,500	695,960	950,800,880
2-cent .....	1,412,001,100	359,323,400	136,000	549,325	1,772,023,825
3-cent .....	6,240,500	.....	.....	229,090	6,469,590
4-cent .....	14,372,350	107,850	.....	369,670	14,850,870
5-cent .....	37,554,740	257,750	.....	.....	37,812,490
6-cent .....	186,300	.....	.....	241,440	427,740
8-cent .....	.....	.....	.....	200,075	200,075
10-cent .....	23,899,790	7,750	.....	422,300	24,329,840
12-cent .....	.....	.....	.....	181,420	181,420
15-cent .....	1,352,660	.....	.....	.....	1,352,660
24-cent .....	.....	.....	.....	157,080	157,080
30-cent .....	435,670	4,450	.....	.....	440,120
36-cent .....	.....	.....	.....	85,955	85,955
48-cent .....	.....	.....	.....	60,910	60,910
50-cent .....	140	.....	.....	.....	140
60-cent .....	.....	.....	.....	58,825	58,825
72-cent .....	.....	.....	.....	35,265	35,265
84-cent .....	.....	.....	.....	36,140	36,140
90-cent .....	49,510	2,600	.....	.....	52,110
96-cent .....	.....	.....	.....	67,855	67,855
\$1.92 .....	.....	.....	.....	44,120	44,120
\$3 .....	.....	.....	.....	35,095	35,095
\$6 .....	.....	.....	.....	18,283	18,283
\$9 .....	.....	.....	.....	10,778	10,778
\$12 .....	.....	.....	.....	11,758	11,758
\$24 .....	.....	.....	.....	4,490	4,490
\$36 .....	.....	.....	.....	2,765	2,765
\$48 .....	.....	.....	.....	2,035	2,035
\$60 .....	.....	.....	.....	7,310	7,310
Aggregate .....	1,975,446,660	452,782,300	386,808,500	3,527,861	2,818,565,321
Value .....	\$38,452,793	\$8,935,705.17	\$3,869,445.00	\$1,663,751.00	\$52,921,784.17

No. 8.—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, 1889, as compared with the issue of the preceding year.

Articles issued.	1888.		1889.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps .....	1,867,173,140	\$36,293,183.00	1,961,980,840	\$37,996,027.00
Special-delivery stamps .....	1,331,790	133,179.00	1,575,650	157,565.00
Newspaper and periodical stamps .....	3,464,418	1,588,425.00	3,527,861	1,663,751.00
Postage-due stamps .....	10,805,572	283,954.00	11,890,170	299,201.00
Stamped envelopes, plain .....	186,741,000	3,634,508.41	187,387,800	3,652,457.67
Stamped envelopes, request .....	196,625,250	4,242,611.90	220,786,250	4,755,430.25
Newspaper wrappers .....	50,260,500	584,804.50	43,710,750	506,793.25
Letter-sheet envelopes .....	2,427,000	55,821.00	918,000	21,114.00
Postal-cards .....	381,797,500	3,819,835.00	386,808,500	3,869,445.00
Total of all issues .....	2,700,635,170	50,686,321.84	2,818,565,321	52,921,784.17

Articles issued.	Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps .....	94,807,700	\$1,702,844.00	5.08	4.00
Special-delivery stamps .....	243,860	24,386.00	18.31	18.31
Newspaper and periodical stamps .....	63,443	75,328.00	1.83	4.74
Postage-due stamps .....	1,084,598	15,247.00	10.04	5.37
Stamped envelopes, plain .....	626,800	17,949.23	.34	.49
Stamped envelopes, request .....	24,161,000	512,818.35	12.29	12.09
Newspaper wrappers .....	*6,558,750	*78,011.25	*13.05	*13.34
Letter-sheet envelopes .....	*1,509,000	*34,707.00	*62.18	*62.18
Postal-cards .....	5,011,000	49,610.00	1.31	1.30
Total of all issues .....	117,930,151	2,285,462.33	4.33	4.51

\* Decrease.

No. 9.—*Value of postage-stamps issued by fiscal years, from their introduction, July 1, 1847, to June 30, 1889.*

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. 20					4, 337, 135. 20
1858.....	4, 945, 374. 35					4, 945, 374. 35
1859.....	5, 279, 405. 00					5, 279, 405. 00
1860.....	5, 920, 939. 00					5, 920, 939. 00
1861.....	5, 908, 522. 60					5, 908, 522. 60
1862.....	7, 078, 188. 00					7, 078, 188. 00
1863.....	9, 683, 394. 09					9, 683, 394. 09
1864.....	10, 177, 327. 00					10, 177, 327. 00
1865.....	12, 099, 987. 50					12, 099, 987. 50
1866.....	10, 810, 661. 00					10, 810, 661. 00
1867.....	11, 578, 697. 00					11, 578, 697. 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	\$494, 974. 70				17, 176, 163. 70
1874.....	17, 275, 242. 00	1, 415, 845. 20				18, 691, 087. 20
1875.....	18, 271, 479. 00	834, 970. 25	\$815, 902. 47			19, 922, 351. 72
1876.....	18, 773, 454. 60	663, 831. 50	945, 254. 75			20, 382, 540. 25
1877.....	18, 181, 676. 00	614, 167. 20	1, 000, 605. 10			19, 796, 538. 30
1878.....	19, 468, 618. 00	618, 094. 60	1, 093, 845. 30			21, 180, 557. 90
1879.....	20, 117, 259. 00	624, 999. 9	1, 688, 412. 16	\$365, 957. 00		22, 196, 628. 11
1880.....	22, 414, 928. 00	140, 199. 08	1, 252, 963. 30	251, 836. 00		24, 059, 896. 38
1881.....	24, 040, 627. 00	107, 777. 32	1, 398, 674. 00	254, 293. 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	404, 915. 90		32, 590, 498. 60
1884.....	29, 677, 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, 304. 00		*1, 037, 390. 00	†159, 989. 00	\$360, 956	32, 739, 699. 00
1887.....	33, 774, 156. 00		1, 304, 413. 80	235, 136. 00	124, 594	35, 498, 299. 80
1888.....	36, 293, 183. 00		1, 588, 425. 00	283, 954. 00	133, 179	38, 298, 741. 00
1889.....	37, 996, 627. 00		1, 603, 751. 00	299, 201. 00	157, 565	40, 116, 544. 00

\* 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  $\frac{1}{4}$  to 1 ounce for 2 cents on first-class matter July 1, 1885.



No. 10.—Statement by fiscal years of the issues of stamped envelopes, from the date of their first issue, June 27, 1853, to June 30, 1889, with percentages of issues of special-request envelopes, from the date of their first issue, May, 1865.

Year ending June 30—	Plain envelopes, including wrappers.	Special-request envelopes.	Total.	Percentage of request envelopes.
1853.....	5,000,000		5,000,000	
1854.....	21,384,100		21,384,100	
1855.....	23,451,725		23,451,725	
1856.....	33,764,050		33,764,050	
1857.....	33,033,400		33,033,400	
1858.....	30,971,375		30,971,375	
1859.....	30,280,300		30,280,300	
1860.....	29,280,025		29,280,025	
1861.....	26,027,300		26,027,300	
1862.....	27,234,150		27,234,150	
1863.....	25,548,750		25,548,750	
1864.....	28,218,800		28,218,800	
1865.....	25,456,175	750,000	26,206,175	2.86
1866.....	30,386,200	8,708,525	39,094,725	22.28
1867.....	46,421,400	16,665,250	63,086,650	26.42
1868.....	47,894,000	25,469,750	73,363,750	34.72
1869.....	49,851,000	31,874,100	81,725,100	38.97
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	52,201,250	131,172,600	39.80
1874.....	84,478,250	51,940,250	136,418,500	38.08
1875.....	95,135,400	54,631,000	149,766,400	36.48
1876.....	100,985,750	64,554,500	165,540,250	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	76,835,500	207,137,000	37.09
1881.....	142,042,050	85,024,000	227,066,050	37.44
1882.....	155,861,200	100,704,250	256,565,450	39.25
1883.....	158,688,200	100,578,250	259,266,450	38.70
1884.....	192,716,550	129,515,500	322,232,050	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.....	210,507,300	171,104,000	381,611,300	44.84
1888.....	237,010,500	196,625,250	433,635,750	45.34
1889.....	231,078,050	220,786,250	451,864,300	48.86

No. 11.—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, 1889.

Year.	1-cent.	2-cent.	Total.	Year.	1-cent.	2-cent.	Total.
June 30—				June 30—			
1873.....	*31,094,000	.....	21,094,000	1882.....	351,394,500	103,500	351,498,000
1874.....	91,079,000	.....	91,079,000	1883.....	379,424,500	92,250	379,516,750
1875.....	107,616,000	.....	107,616,000	1884.....	362,789,500	87,250	362,876,750
1876.....	150,815,000	.....	150,815,000	1885.....	339,335,500	80,000	339,415,500
1877.....	170,015,500	.....	170,015,500	1886.....	355,490,000	149,000	355,639,000
1878.....	200,630,000	.....	200,630,000	1887.....	350,778,000	161,250	350,939,250
1879.....	221,797,000	.....	221,797,000	1888.....	381,671,500	126,000	381,797,500
1880.....	289,754,000	2,796,500	272,550,500	1889.....	386,672,500	136,000	386,808,500
1881.....	308,412,500	124,000	308,536,500				

\* Two months only.

No. 12.—Comparative statement of second-class matter mailed at post-offices of the first class during the past two years.

Post-offices.	Year ending June 30, 1888.		Year ending June 30, 1889.		Increase for 1889.		Increase.	Per cent. of total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.		
	Pounds.		Pounds.		Pounds.	P. ct.		
New York, N. Y.	34,223,441	\$342,434.41	38,550,257	\$385,502.57	4,326,816	\$43,068.16	12.61	23.85
Chicago, Ill.	14,378,669	143,786.69	18,549,799	185,497.99	4,171,130	41,711.30	29.01	11.48
Boston, Mass.	8,978,773	89,787.73	10,140,173	101,401.73	1,161,400	11,614.00	12.95	6.27
Philadelphia, Pa.	8,315,520	83,155.20	9,100,204	91,192.04	803,684	8,036.84	9.66	5.64
St. Louis, Mo.	6,143,669	61,436.69	7,662,479	75,624.79	1,418,810	14,188.10	23.09	4.68
Cincinnati, Ohio	3,631,324	36,313.24	3,726,069	37,260.69	95,345	953.45	2.63	2.31
San Francisco, Cal.	2,723,785	27,237.85	2,954,599	29,545.99	230,814	2,308.14	8.47	1.83
Milwaukee, Wis.	1,969,612	19,696.12	2,130,211	21,392.11	169,599	1,695.99	8.61	1.32
Detroit, Mich.	1,914,350	19,143.50	2,118,711	21,187.11	204,361	2,043.61	10.68	1.31
St. Paul, Minn.	1,810,909	18,109.09	2,051,635	20,516.35	240,726	2,407.26	13.29	1.27
Washington, D. C.	1,613,516	16,135.16	1,825,706	18,257.06	212,190	2,121.90	13.15	1.13
Kansas City, Mo.	1,480,535	14,805.35	1,810,338	18,103.38	329,803	3,298.03	21.54	1.12
Augusta, Me.	1,702,413	17,024.13	1,713,522	17,155.22	11,109	111.09	.65	1.06
Pittsburgh, Pa.	1,372,518	13,725.18	1,653,545	16,535.45	281,027	2,810.27	20.48	1.02
Minneapolis, Minn.	1,559,233	15,592.33	1,625,090	16,250.90	66,763	667.63	4.28	1.01
Cleveland, Ohio	1,480,144	14,801.44	1,579,411	15,794.11	99,267	992.67	6.71	.98
Atlanta, Ga.	1,493,571	14,935.71	1,551,559	15,515.59	57,988	579.88	3.88	.96
Louisville, Ky.	1,424,417	14,244.17	1,508,665	15,086.65	84,248	842.48	5.91	.93
Omaha, Nebr.	1,372,962	13,723.62	1,438,716	14,387.16	66,554	665.54	4.84	.89
Toledo, Ohio	1,166,539	11,665.39	1,294,300	12,943.00	127,761	1,277.61	16.97	.80
Rochester, N. Y.	1,245,478	12,454.78	1,262,774	12,627.74	17,296	172.96	1.39	.78
Baltimore, Md.	1,282,421	12,824.21	1,237,188	12,371.88	45,233	452.33	3.53	.77
Nashville, Tenn.	1,192,193	11,921.93	1,175,870	11,758.70	16,323	163.23	1.37	.75
Springfield, Ohio	873,543	8,735.43	1,174,092	11,749.02	301,550	3,015.50	34.50	.72
Denver, Colo.	946,538	9,465.38	1,140,207	11,402.07	193,669	1,936.69	21.09	.71
New Orleans, La.	1,122,299	11,222.99	1,125,677	11,256.77	3,378	33.78	.30	.70
Elgin, Ill.	1,102,461	11,024.61	1,078,249	10,782.49	24,212	242.12	2.20	.67
Springfield, Mass.	907,738	9,077.38	1,061,545	10,615.45	153,807	1,538.07	16.94	.66
Utica, N. Y.	644,807	6,448.07	914,853	9,148.53	270,046	2,700.46	41.88	.57
Indianapolis, Ind.	731,143	7,311.43	879,436	8,794.36	148,293	1,482.93	20.23	.54
Des Moines, Iowa	771,982	7,719.82	757,079	7,570.79	14,903	149.03	1.93	.47
Albany, N. Y.	615,818	6,158.18	702,410	7,024.10	86,592	865.92	14.06	.43
Buffalo, N. Y.	509,322	5,093.22	627,095	6,270.95	117,773	1,177.73	23.22	.39
Columbus, Ohio	524,154	5,241.54	567,733	5,677.33	43,579	435.79	8.31	.35
Memphis, Tenn.	261,820	2,618.20	544,063	5,440.63	282,243	2,822.43	107.80	.34
Richmond, Va.	493,007	4,930.07	537,605	5,376.05	44,598	445.98	9.06	.33
Dallas, Tex.	454,693	4,546.93	481,263	4,812.63	26,570	265.70	5.84	.30
Dayton, Ohio	441,941	4,419.41	444,899	4,448.99	2,958	29.58	.67	.28
Portland, Oregon	343,725	3,437.25	364,560	3,645.60	20,835	208.35	6.06	.23
Topeka, Kans.	303,603	3,036.03	324,917	3,249.17	21,314	213.14	7.02	.22
Elmira, N. Y.	268,702	2,687.02	310,671	3,106.71	41,969	419.69	15.62	.19
Portland, Me.	295,006	2,950.06	301,478	3,014.78	5,472	54.72	1.99	.18
Charleston, S. C.	217,712	2,177.12	298,893	2,988.93	81,091	810.91	37.25	.18
Syracuse, N. Y.	274,208	2,742.08	269,490	2,694.06	4,862	48.62	1.77	.17
Salt Lake City								
Utah	31,622	316.22	262,810	2,628.10	31,188	311.88	13.47	.16
St. Joseph, Mo.	220,462	2,204.62	249,074	2,490.74	28,612	286.12	12.98	.15

\* Decrease.

† No longer first-class offices.

No. 12.—Comparative statement of second-class matter mailed at post-offices of the first class during the past two years—Continued.

Post-offices.	Year ending June 30, 1888.		Year ending June 30, 1889.		Increase for 1889.		Increase.	Per cent. of total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.		
Grand Rapids, Mich.	221,945	\$2,219.45	248,081	\$2,480.81	26,136	\$261.36	11.78	.15
Hartford, Conn.	217,473	2,174.73	237,489	2,374.89	20,016	200.16	9.20	.16
Brooklyn, N. Y.*	248,913	2,489.13	223,233	2,232.33	25,680	256.80	10.32	.14
Harrisburg, Pa.	138,216	1,382.16	219,686	2,196.86	81,471	814.71	58.95	.14
Sioux City, Iowa	162,459	1,624.59	209,778	2,097.78	47,319	473.19	29.13	.13
Troy, N. Y.	170,979	1,709.79	203,087	2,030.87	32,108	321.08	18.78	.13
Providence, R. I.	193,904	1,939.04	201,928	2,019.28	8,024	80.24	4.13	.12
Galveston, Tex.	196,757	1,957.57	199,432	1,994.32	3,675	36.75	1.88	.12
Dubuque, Iowa*	191,248	1,932.48	189,610	1,896.10	3,638	36.38	1.88	.12
Lincoln, Nebr.	168,861	1,688.61	188,917	1,889.17	20,056	200.56	11.88	.12
Savannah, Ga.	161,977	1,619.77	173,950	1,739.50	11,973	119.63	7.39	.11
Chattanooga, Tenn.	169,194	1,691.94	173,859	1,738.59	4,665	46.65	2.70	.11
Jacksonville, Fla.*	229,413	2,294.13	167,964	1,679.64	61,449	614.49	26.79	.10
New Haven, Conn.	112,551	1,125.51	167,123	1,671.23	54,572	545.72	48.49	.10
Birmingham, Ala.	144,155	1,441.55	164,929	1,649.29	20,774	207.74	14.41	.10
Peoria, Ill.*	165,218	1,652.18	152,600	1,526.00	12,618	126.18	7.64	.09
Los Angeles, Cal.	137,038	1,370.38	145,592	1,455.92	8,554	85.54	6.24	.09
Oakland, Cal.	124,764	1,247.64	144,181	1,441.81	19,417	194.17	15.56	.09
Akron, Ohio	73,674	736.74	142,691	1,426.91	69,017	690.17	93.68	.09
Cedar Rapids, Iowa*	133,080	1,330.80	122,739	1,227.39	10,341	103.41	7.77	.09
Wheeling, W. Va.	102,163	1,021.63	122,394	1,223.94	20,231	202.31	19.80	.08
Sacramento, Cal.*	125,835	1,253.35	121,600	1,216.00	3,735	37.35	2.98	.08
Bangor, Me.	115,549	1,155.49	117,010	1,170.10	1,461	14.61	1.26	.07
Wichita, Kans.	112,417	1,124.17	115,672	1,156.72	3,255	32.55	2.90	.07
Burlington, Iowa*	113,617	1,136.17	113,358	1,133.58	259	2.59	.23	.07
Reading, Pa.	90,934	909.34	108,843	1,088.43	17,909	179.09	19.69	.07
Quincy, Ill.*	114,516	1,145.16	108,951	1,089.51	5,565	55.65	4.86	.05
Newark, N. J.	95,988	959.88	99,032	990.32	3,044	30.44	3.17	.07
Worcester, Mass.	69,543	695.43	95,223	952.23	25,680	256.80	36.93	.06
Council Bluffs, Iowa	77,711	777.11	90,049	900.49	12,338	123.38	15.88	.06
Knoxville, Tenn.	76,700	767.00	87,055	870.55	10,355	103.55	13.50	.06
Rockford, Ill.	76,819	768.19	85,431	854.31	8,612	86.12	11.21	.05
Lynn, Mass.*	184,614	1,846.14	80,402	804.02	104,212	1,042.12	56.45	.05
Davenport, Iowa†	74,354	743.54	80,305	802.05	5,851	58.51	7.87	.05
Scranton, Pa.	40,973	409.73	79,896	798.96	38,923	389.23	95.00	.05
Trenton, N. J.	68,050	680.50	73,320	733.20	5,270	52.70	7.74	.05
Jersey City, N. J.	23,558	235.58	60,172	601.72	36,614	366.14	155.42	.04
Wilmington, Del.	58,164	581.64	68,516	685.16	10,352	103.52	17.80	.04
Fort Wayne, Ind.	59,568	595.68	61,859	618.59	2,291	22.91	3.85	.04
Lowell, Mass.	54,273	542.73	61,390	613.90	7,117	71.17	13.11	.04
Evansville, Ind.	53,123	531.23	56,118	561.18	2,995	29.95	5.64	.03
Kalamazoo, Mich.	45,292	452.92	55,843	558.43	10,551	105.51	23.23	.03
Binghamton, N. Y.	52,120	521.20	55,235	552.35	3,115	31.15	5.98	.03
Duluth, Minn.	50,692	506.92	53,026	530.26	3,234	32.34	6.38	.03
Mobile, Ala.*	59,963	599.93	48,368	483.68	2,685	26.85	5.27	.03
Erie, Pa.	41,248	412.48	46,383	463.83	5,135	51.35	12.45	.03
Allegheny, Pa.	36,736	367.36	45,760	457.60	9,024	90.24	24.56	.03
Norfolk, Va.	35,116	351.16	44,074	440.74	8,958	89.58	15.61	.03
San Diego, Cal.	36,796	367.96	43,689	436.89	6,893	68.93	18.73	.03
New Bedford, Mass.*	37,472	374.72	36,958	369.58	534	5.34	1.43	.02
Paterson, N. J.	29,038	290.38	34,936	349.36	5,898	58.98	20.31	.02
Bridgeport, Conn.	42,547	425.47	35,655	356.55	*6,892	68.92	16.20	.02
Poughkeepsie, N. Y.	28,252	282.52	28,463	284.63	211	2.11	.76	.02
Total	120,621,449	1,206,214.49	137,108,267	1,371,082.67	16,486,818	164,868.18	13.67	84.86

\* Decrease.

† No longer first-class offices.

No. 13.—Number of registered letters and parcels transmitted through the mails from each

States.	Quarter ending September 30, 1888.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	34,414	1,455	158	10	7,172
Arkansas.....	34,057	988	162	9	7,687
California.....	57,752	10,101	9,613	669	10,447
Colorado.....	37,007	4,234	1,967	123	4,927
Connecticut.....	32,160	8,033	2,792	150	59,081
Delaware.....	4,451	125	143	1	740
Florida.....	26,070	1,457	590	33	5,715
Georgia.....	43,803	2,301	274	41	8,708
Illinois.....	112,775	21,016	11,312	568	33,031
Indiana.....	59,286	2,385	709	33	17,678
Iowa.....	48,709	3,290	1,154	143	25,530
Kansas.....	56,132	3,198	1,036	58	22,777
Kentucky.....	47,843	6,455	357	27	7,259
Louisiana.....	46,031	3,513	1,812	71	5,485
Maine.....	40,903	1,454	3,012	20	5,427
Maryland.....	31,791	1,384	1,061	96	3,476
Massachusetts.....	77,563	9,709	15,374	893	9,413
Michigan.....	64,817	3,863	6,318	172	20,229
Minnesota.....	35,767	2,770	3,879	173	9,890
Mississippi.....	29,580	1,806	118	4	7,384
Missouri.....	87,313	11,256	2,165	206	20,594
Nebraska.....	35,974	1,741	1,626	32	6,272
Nevada.....	4,956	420	377	19	915
New Hampshire.....	19,282	635	1,798	32	3,854
New Jersey.....	45,129	1,412	5,607	67	5,034
New York.....	242,699	58,594	40,999	5,047	79,099
North Carolina.....	37,411	1,676	82	2	9,373
Ohio.....	191,619	6,440	4,050	219	26,736
Oregon.....	172,623	13,883	14,348	820	26,096
Pennsylvania.....	13,308	1,744	2,157	32	1,490
Rhode Island.....	21,438	833	172	17	4,746
South Carolina.....	41,931	1,470	323	10	7,329
Tennessee.....	55,738	4,223	2,631	439	20,306
Texas.....	14,974	929	9,000	17	3,330
Vermont.....	56,238	6,439	278	16	7,017
Virginia.....	30,068	538	152	52	4,265
West Virginia.....	47,096	2,099	2,775	166	14,414
Wisconsin.....	617	74	23	8	23
Alaska.....	8,234	828	385	9	1,057
Arizona.....	33,116	1,390	1,387	29	7,695
Dakota.....	10,513	1,283	438	34	51,166
District of Columbia.....	13,044	927	243	14	1,385
Idaho.....	9,579	387	111	2	865
Indian Territory.....	17,360	1,875	1,259	79	2,099
Montana.....	9,249	926	273	33	1,929
New Mexico.....	8,096	980	482	62	1,536
Utah.....	21,974	1,102	2,625	71	2,549
Washington.....	6,702	755	239	21	743
Wyoming.....					
Total.....	2,105,812	216,168	157,303	10,655	589,402

State and Territory in the United States during the fiscal year ending June 30, 1899.

Quarter ending December 31, 1898.					Quarter ending March 31, 1899.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
37,436	2,204	304	30	7,780	52,971	1,800	805	20	7,706
51,731	2,082	214	20	8,745	54,401	1,496	276	38	7,942
71,247	24,843	12,431	1,601	12,294	62,685	15,613	9,916	909	11,515
40,290	10,765	2,294	274	5,901	37,163	5,666	1,348	110	5,558
39,107	19,104	3,772	269	65,784	38,924	9,803	3,239	185	69,827
5,861	215	243	6	7,788	4,827	113	170	.....	802
32,135	2,802	882	44	5,450	22,215	2,323	959	33	5,510
57,811	3,333	544	8	29,535	53,973	2,735	339	8	9,026
139,612	34,651	14,105	895	34,113	138,126	26,618	11,654	578	24,857
72,618	4,101	1,110	85	17,964	76,041	2,634	695	40	16,696
65,658	4,289	2,876	332	27,849	63,882	3,596	1,858	198	26,828
65,072	7,261	1,350	122	25,789	61,819	3,611	1,206	52	24,991
55,229	9,296	1,498	38	7,086	61,817	3,995	451	41	7,378
58,830	5,424	2,893	142	6,128	62,817	3,856	2,708	159	6,622
44,269	3,216	2,928	51	6,232	44,431	2,132	2,547	41	6,091
36,105	2,220	1,404	156	3,672	38,513	1,545	1,390	98	4,858
58,030	18,056	19,299	694	10,477	87,577	13,142	15,471	631	10,210
77,655	6,635	3,048	192	21,307	79,199	4,405	7,316	115	21,848
56,108	6,032	4,748	266	12,088	46,741	3,622	4,465	165	11,057
45,662	2,746	178	12	8,452	52,912	2,164	185	4	7,819
111,838	18,624	3,932	445	22,744	115,631	11,437	2,818	329	22,067
46,233	4,132	3,340	122	12,592	44,181	2,266	1,760	71	12,574
6,082	928	451	45	920	5,852	484	366	46	931
20,531	1,172	2,289	26	3,885	20,765	730	1,832	15	3,777
44,121	2,742	6,792	202	5,539	44,152	1,503	5,939	172	5,462
263,920	89,965	52,249	5,359	85,085	256,794	68,958	49,298	4,740	96,875
49,905	2,430	124	9	9,690	51,605	1,668	110	8	8,808
126,398	12,768	5,229	397	28,104	135,344	9,827	4,849	276	29,077
51,108	3,562	1,961	365	4,527	30,896	2,607	1,498	67	4,117
199,349	21,368	17,615	1,091	28,013	218,055	15,611	16,772	905	28,688
12,546	2,152	2,512	100	1,484	12,976	1,716	2,035	70	1,411
24,858	1,850	226	15	5,015	34,753	1,178	265	19	5,356
52,368	2,563	478	36	7,507	57,418	2,581	484	27	7,603
81,255	6,746	3,818	1,146	21,973	85,438	5,541	4,851	544	21,882
17,470	1,470	1,213	44	3,342	17,108	943	1,037	28	3,575
63,075	4,802	483	33	7,398	66,276	3,799	491	62	7,796
24,230	1,658	196	6	4,467	36,049	707	244	7	4,653
60,609	4,717	3,796	169	15,669	61,060	2,497	3,210	146	16,394
690	181	18	3	64	227	68	18	1	9
9,568	1,515	355	39	1,172	9,398	1,112	279	18	1,100
43,768	3,179	2,275	108	8,741	34,988	1,499	2,098	89	7,741
12,159	2,030	724	114	52,410	11,733	1,906	611	181	59,869
15,513	1,682	353	28	1,710	14,539	1,018	339	6	1,549
13,167	567	153	11	865	12,922	392	119	18	849
23,193	3,362	2,011	180	2,192	20,752	1,903	1,642	69	2,275
10,675	2,099	327	49	2,253	11,207	1,084	301	41	2,084
13,749	1,654	694	81	1,890	13,853	1,367	509	41	1,751
30,931	3,293	2,974	155	3,386	36,051	1,874	3,042	119	3,198
9,235	1,322	262	25	896	8,414	945	207	25	1,100
2,576,646	365,669	194,155	15,589	661,445	2,608,525	263,156	173,453	11,460	657,586

## No. 13.—Number of registered letters and parcels transmitted through the

States.	Quarter ending June 30, 1889.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama.....	48,066	1,714	238	46	8,076	172,887	7,173
Arkansas.....	45,843	1,322	194	22	8,090	186,032	5,888
California.....	59,071	13,220	9,787	926	11,903	250,765	63,786
Colorado.....	36,343	3,268	2,178	128	5,720	150,812	23,923
Connecticut.....	37,533	7,756	3,212	167	62,904	147,734	35,686
Delaware.....	4,813	102	132	.....	789	19,452	555
Florida.....	31,169	1,949	997	96	6,581	111,579	8,561
Georgia.....	49,022	3,263	299	68	9,223	204,669	11,632
Illinois.....	126,110	23,969	10,976	562	34,649	516,623	106,254
Indiana.....	67,050	1,836	684	25	18,829	274,995	11,626
Iowa.....	53,296	2,900	1,544	111	27,499	231,528	16,077
Kansas.....	52,759	3,247	1,884	25	24,971	235,782	17,317
Kentucky.....	58,000	8,052	374	48	7,753	222,545	32,798
Louisiana.....	58,590	4,549	2,463	113	6,894	236,368	17,342
Maine.....	42,055	1,879	2,763	26	6,541	173,658	8,681
Maryland.....	36,380	1,873	1,247	111	5,718	142,589	7,022
Massachusetts.....	82,846	10,155	15,583	559	10,811	336,016	51,062
Michigan.....	72,408	3,317	6,730	120	21,936	294,139	18,239
Minnesota.....	40,167	2,685	3,668	142	9,905	178,783	15,110
Mississippi.....	43,009	2,026	169	11	8,978	171,163	8,742
Missouri.....	98,905	11,286	2,834	270	21,952	413,687	82,603
Nebraska.....	42,419	1,860	1,712	59	12,506	168,807	9,926
Nevada.....	5,050	453	325	15	932	21,440	2,285
New Hampshire.....	19,807	620	1,892	7	4,388	80,385	2,167
New Jersey.....	43,855	1,237	5,656	104	5,646	177,257	8,894
New York.....	245,490	68,226	49,309	5,136	87,408	1,008,963	285,713
North Carolina.....	42,965	1,703	94	1	8,722	181,896	7,497
Ohio.....	135,293	8,064	4,919	219	29,422	498,564	57,069
Oregon.....	27,580	2,180	1,529	93	4,247	108,094	10,191
Pennsylvania.....	196,495	12,733	14,521	699	30,225	786,522	63,615
Rhode Island.....	112,441	1,846	1,993	79	1,440	51,271	7,458
South Carolina.....	29,391	1,096	171	7	4,368	110,440	4,387
Tennessee.....	54,230	2,093	356	24	7,582	205,947	8,623
Texas.....	67,674	5,088	2,776	460	22,669	299,075	21,568
Vermont.....	16,711	1,167	1,111	29	3,532	66,261	4,509
Virginia.....	62,463	3,481	348	57	7,749	248,052	18,321
West Virginia.....	47,651	782	182	1	4,892	147,998	3,064
Wisconsin.....	54,365	2,336	2,756	123	12,090	223,130	11,649
Alaska.....	572	97	26	1	10	3,206	8,376
Arizona.....	7,719	938	290	14	1,111	34,930	4,383
Dakota.....	31,623	1,349	1,335	26	4,676	142,865	7,327
District of Columbia.....	11,507	1,773	636	108	56,543	45,912	6,992
Idaho.....	13,334	943	227	27	1,396	56,430	4,576
Indian Territory.....	12,955	493	169	7	921	48,623	1,739
Montana.....	19,914	2,086	1,026	45	2,358	81,219	9,226
New Mexico.....	10,847	1,022	254	39	1,977	41,978	5,123
Utah.....	11,951	1,192	562	41	1,747	47,649	5,182
Washington.....	31,498	1,723	2,325	133	3,312	120,454	7,962
Wyoming.....	7,172	882	292	11	996	51,523	3,994
Total.....	2,405,651	237,569	163,889	11,122	642,608	9,690,637	1,082,862

mails from each State and Territory in the United States, etc.—Continued.

Total.		Grand total of letters and parcels registered for year ending June 30, 18-9.	Fees received.	Increase.				
Foreign.				Letters and parcels.	Fees.	Per cent.		
Letters.	Parcels.					Free.	Letters and parcels.	Fees.
1,105	106	30,734	212,005	\$18,127.10	1,807	\$*109.70	.85	*.60
846	89	32,464	225,319	19,245.50	15,472	1,368.30	7.37	7.63
41,747	4,105	46,159	406,552	26,030.30	15,281	908.00	3.90	2.58
7,787	635	22,106	205,273	18,316.70	5,265	247.00	2.63	1.36
13,015	701	258,496	455,632	19,713.60	16,960	633.80	3.86	3.32
688	7	3,114	23,816	2,070.20	3,309	321.70	16.06	18.39
3,428	206	23,256	147,030	12,377.40	*10,100	*865.40	*6.42	*6.53
1,456	125	68,402	274,374	21,788.20	44,576	2,188.70	10.39	11.16
48,047	2,603	136,050	810,177	67,352.70	8,970	980.50	1.11	1.47
3,198	183	71,227	360,629	28,940.20	*6,275	*552.90	*1.71	*1.87
6,932	784	107,706	363,027	25,532.10	*4,223	*524.70	*1.14	*2.01
4,476	257	98,528	356,360	25,783.20	*42,531	*4,851.30	*10.66	*15.83
1,680	204	30,088	287,315	25,722.70	19,487	1,764.90	7.27	7.36
9,346	485	25,129	278,879	25,354.10	26,235	2,318.90	10.39	10.06
11,250	138	21,202	218,019	19,372.70	4,456	*70.10	.20	*.36
5,102	441	17,519	172,673	16,516.40	10,124	774.80	6.22	5.24
65,727	2,377	40,911	495,903	45,508.20	34,636	3,139.30	7.57	7.40
28,412	599	84,820	426,190	34,137.00	1,336	*230.60	.31	*.68
16,790	746	42,810	254,239	21,142.90	*6,455	*793.90	*2.47	*3.61
641	31	32,633	213,210	18,057.70	18,061	1,814.70	9.25	11.17
10,869	1,250	67,957	566,366	47,840.00	8,820	702.40	1.58	1.49
7,438	284	43,844	230,472	18,052.80	*6,462	*223.50	*2.73	*3.72
1,519	125	3,698	29,067	2,636.90	*1,270	*56.8	*4.23	*2.18
7,811	40	15,904	107,337	9,143.30	7,283	711.60	7.28	8.43
23,604	545	21,681	230,371	20,869.00	3,717	442.20	1.63	2.16
197,856	20,282	347,437	1,890,191	151,275.40	45,706	2,546.40	2.51	1.73
410	15	36,563	226,371	18,980.80	2,041	269.10	.90	1.43
18,447	1,111	113,349	608,570	55,522.10	26,228	2,325.60	4.08	4.59
6,445	831	17,183	142,744	12,556.10	12,141	1,181.90	9.29	10.39
63,436	3,506	113,922	1,050,721	91,700.00	35,845	2,444.20	3.61	3.07
8,697	281	5,735	73,442	6,770.70	7,209	653.40	10.68	10.68
824	58	19,484	135,203	11,571.90	*1,879	*292.30	*1.37	*2.38
1,641	87	30,021	246,317	21,629.60	*10,217	*1,013.00	*3.98	*4.47
14,071	2,589	96,853	415,166	32,833.30	30,189	2,214.90	7.64	7.23
4,261	118	13,759	88,908	7,514.90	3,467	258.10	4.03	3.55
1,600	108	29,930	298,271	26,834.10	15,160	1,428.20	5.85	5.62
773	66	18,277	170,178	15,190.10	*11,578	*1,838.90	*6.87	*8.10
12,537	604	57,567	805,487	24,792.00	*7,907	*481.60	*2.32	*1.90
85	12	106	2,779	267.30	927	86.20	50.05	47.59
1,309	70	4,410	45,142	4,070.20	1,885	162.40	4.35	4.15
7,095	202	28,823	186,342	15,751.90	*11,055	*1,057.00	*6.60	*6.28
2,409	387	210,928	275,628	5,670.00	7,780	368.00	2.90	7.07
1,162	75	6,010	68,247	6,223.70	7,855	694.70	13.00	12.50
492	38	3,500	54,392	5,089.20	10,031	942.90	22.61	22.74
6,438	373	8,834	106,090	9,725.60	8,142	636.70	8.31	7.00
1,155	162	8,243	56,060	4,442.60	2,251	190.50	4.13	3.42
2,247	225	6,908	62,212	5,530.40	145	*23.60	.23	*.42
11,166	478	12,446	152,536	14,009.00	44,640	4,126.60	41.37	41.75
910	82	3,725	40,144	3,641.90	1,036	45.80	2.64	1.27
688,800	48,826	2,551,041	14,061,886	1,151,082.50	384,697	25,928.10	2.81	2.30

\* Decrease.

### RECAPITULATION.

Total domestic letters .....	9,690,637	
Total domestic parcels .....	1,082,562	
Total foreign letters .....	688,800	10,773,199
Total foreign parcels .....	48,826	
Free .....		737,626
Grand total .....		2,551,041
Fees received .....		14,061,886
		\$1,151,082.50

No. 11.—Statement showing the operations of the registry system at the thirty cities of the country doing the largest registry business during the fiscal year ending June 30, 1889, and the increase in registry fees collected thereat over the previous year.

City.	Letters registered		Registered letters received for delivery.	Registered parcels received for delivery.	Registered letters received for delivery.	Registered parcels received for delivery.	Registered parcels received for delivery.	Registered parcels received for delivery.	Through registered pouches and inner sacks received.	Through registered pouches and inner sacks made up and dispatched.	Through registered pouches and inner sacks in transit.	Official letters and parcels registered and in transit.	Total number of registered articles handled.	Total amount of registry fees collected.	Increase 1888.	Per cent.
	—paid.	—unpaid.														
New York, N. Y.	547,801	245,507	41,296,681	1,032,744	540,032	836,205	42,831	44,127	13,428	129,429	6,570,447	\$79,346.10	\$1,150.00	\$1.42		
Chicago, Ill.	197,439	85,801	36,439	568,083	145,084	230,472	45,930	44,457	6,414	6,537	2,969,419	28,224.00	140.29	.49		
Washington, D. C.	65,189	38,361	6,409,203	625,496	87,806	130,407	20,546	27,136	1,920	210,894	2,697,729	5,592.00	486.80	9.59		
St. Louis, Mo.	65,962	34,370	3,024,330	12,084	227,730	194,281	37,070	37,653	5,190	4,883	1,697,729	10,016.80	715.10	7.68		
Boston, Mass.	140,231	31,011	433,041	321,010	445,851	119,379	33,070	29,754	1,986	2,450	1,522,821	17,127.20	1,221.20	7.08		
Philadelphia, Pa.	139,202	38,584	367,644	271,922	346,672	122,685	19,908	19,434	520	7,473	1,257,209	17,808.00	1,998.00	10.08		
New Orleans, La.	95,235	11,064	489,151	364,189	103,636	96,583	8,677	8,252	1,199	1,857	1,203,631	10,684.00	1,383.00	14.65		
Cincinnati, Ohio.	42,678	11,169	182,063	175,088	145,014	122,685	19,908	19,434	520	7,473	1,257,209	17,808.00	1,998.00	10.08		
San Francisco, Cal.	30,591	6,112	107,024	102,369	348,773	41,007	19,756	19,742	4,208	1,693	1,037,561	5,384.70	1,270.30	6.38		
Kansas City, Mo.	31,925	32,841	105,567	124,942	113,548	81,677	21,645	20,770	4,208	1,693	1,037,561	5,384.70	1,270.30	6.38		
Pittsburgh, Pa.	29,811	2,955	79,647	73,398	368,560	33,746	11,870	11,834	650	1,158	684,842	3,670.00	66.60	1.84		
St. Paul, Minn.	29,613	5,762	79,647	73,398	368,560	33,746	11,870	11,834	650	1,158	684,842	3,670.00	66.60	1.84		
Baltimore, Md.	53,917	5,097	83,959	66,472	358,100	37,634	9,364	9,364	237	1,772	595,152	3,876.00	87.70	4.95		
Cleveland, Ohio.	29,254	4,427	86,771	108,851	358,100	37,634	9,364	9,364	237	1,772	595,152	3,876.00	87.70	4.95		
Atlanta, Ga.	18,603	4,705	83,959	66,472	358,100	37,634	9,364	9,364	237	1,772	595,152	3,876.00	87.70	4.95		
Omaha, Neb.	24,787	7,633	97,671	85,315	385,686	15,428	7,847	7,601	209	873	475,035	1,548.50	13.40	.87		
Detroit, Mich.	27,787	7,633	97,671	85,315	385,686	15,428	7,847	7,601	209	873	475,035	1,548.50	13.40	.87		
Portland, Me.	24,787	7,633	97,671	85,315	385,686	15,428	7,847	7,601	209	873	475,035	1,548.50	13.40	.87		
Buffalo, N. Y.	31,443	4,533	93,914	83,164	418,762	37,349	7,689	7,689	1,731	1,199	436,084	3,242.00	9.70	.46		
Brooklyn, N. Y.	68,535	19,934	83,914	69,829	7,705	57,187	6,261	6,261	40	4,917	479,337	4,303.70	390.80	13.70		
Portland, Oregon.	18,406	4,899	49,371	41,532	132,743	18,711	8,745	8,745	1,401	1,497	396,021	3,619.00	438.00	11.23		
San Francisco, Cal.	24,001	3,137	69,100	79,783	79,191	18,711	8,745	8,745	1,401	1,497	396,021	3,619.00	438.00	11.23		
Albany, N. Y.	14,063	3,913	43,332	37,970	118,079	12,645	5,187	5,187	102	1,333	304,373	2,820.20	520.20	18.83		
Durham, N. C.	29,196	7,409	50,210	40,177	128,552	32,639	10,187	10,187	1,195	1,800	392,559	3,651.60	154.50	10.46		
Nashville, Tenn.	12,622	1,008	66,418	60,177	128,552	32,639	10,187	10,187	1,195	1,800	392,559	3,651.60	154.50	10.46		
Richmond, Va.	12,642	2,392	72,748	60,177	128,552	32,639	10,187	10,187	1,195	1,800	392,559	3,651.60	154.50	10.46		
Indianapolis, Ind.	7,343	4,204	60,098	44,084	128,552	32,639	10,187	10,187	1,195	1,800	392,559	3,651.60	154.50	10.46		
Memphis, Tenn.	13,717	1,237	60,098	44,084	128,552	32,639	10,187	10,187	1,195	1,800	392,559	3,651.60	154.50	10.46		
Los Angeles, Cal.	18,006	5,097	21,403	23,023	94,323	18,601	8,476	8,476	3,436	1,137	198,260	2,461.80	76.00	8.14		
	1,450,132	922,576	6,910,092	6,177,038	8,099,231	2,892,148	394,068	394,068	180,170	50,049	584,173	248,163.00	5,865.00	2.41		

\* Includes third and fourth class parcels. † Includes 208,898 postage stamp and 10,005 postal-note packages. ‡ Decrease.



No. 15.--Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1889, for the Post-Office and Treasury Departments.

Description.	Number of packages.	Value.
Postage-stamps from the New York agency .....	206, 893	\$40, 116, 544.00
Stamped envelopes and newspaper wrappers from the Hartford agency ..	235, 186	9, 014, 681.17
Postal cards from the Castleton agency and the Chicago and St. Louis sub-agencies .....	86, 416	3, 869, 445.00
Registered packages containing paid money-orders and postal-notes ..		131, 884, 232.91
Surplus money-order funds remitted for deposit by registered mail .....		85, 323, 222.35
Money-order funds remitted by draft in the registered mail .....		*19, 300, 000.00
Total for the Post-Office Department .....	628, 495	289, 518, 125.43
Secretary of the Treasury received .....	2, 750	34, 344, 432.27
Secretary of the Treasury sent .....	754	410, 548.08
Register of the Treasury received .....	2, 402	64, 175, 250.68
Register of the Treasury sent .....	3, 519	70, 045, 466.64
Commissioner of Internal Revenue received .....	5, 139	13, 568, 507.42
Commissioner of Internal Revenue sent .....	42, 405	147, 107, 245.01
Comptroller of the Currency received .....	752	10, 781, 614.00
Comptroller of the Currency sent (U. S. bonds, incomplete currency, and national-bank notes) .....	1, 612	29, 894, 050.00
United States Treasurer received (bonds and coupons, gold and silver certificates, and currency, including legal-tender national-bank notes, fractional currency, and coins) ..	17, 828	13, 220, 744.09
United States Treasurer sent .....	5, 917	7, 392, 836.43
Sixth Auditor of the Treasury received .....	13, 213	6, 750.87
Assistant treasurers of the United States received .....	60, 161	18, 404, 718.70
Assistant treasurers of the United States sent .....	3, 797	208, 231, 348.27
Internal-revenue collectors sent .....	†19, 200	†27, 717, 996.35
Total for the Treasury Department .....	179, 458	651, 301, 418.81
Aggregate .....	707, 953	940, 819, 544.24

\* Partially and safely estimated.

† Reports received from 50 out of 63 collection districts.

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, 1889.

Post-office.	Quarter ending Sept. 30, 1888.				Quarter ending Dec. 31, 1888.				Quarter ending Mar. 31, 1889.				Quarter ending June 30, 1889.				Total—12 months ending June 30, 1889.						
	Special-delivery letters 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.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.					
Abilene, Kans.	27	1	28	21	4	25	23	57	10	33	26	17	0	17	94	17	102	8	102	94	17	8	102
Adrian, Mich.	81	4	85	29	87	116	145	206	71	178	249	67	3	74	282	74	282	21	282	1,141	375	21	282
Akron, Ohio	224	60	284	207	87	294	206	2,006	1,137	3,143	361	324	52	375	1,141	324	1,411	270	1,411	7,140	763	270	1,411
Albany, N. Y.	1,617	155	1,772	1,700	192	1,892	1,737	1,884	3	1,887	1,915	2,039	175	2,214	7,140	175	7,810	12	7,810	7,140	175	12	7,810
Alexandria, Va.	186	5	191	218	1	219	184	1,884	3	1,887	1,887	1,887	175	2,062	7,140	175	7,775	12	7,775	7,140	175	12	7,775
Allegany, Pa.	1,413	968	2,381	1,950	1,165	3,115	1,955	1,955	1,046	3,001	3,001	3,001	1,046	4,047	7,862	3,228	12,065	4,203	12,065	7,862	3,228	4,203	12,065
Albion, Pa.	162	17	179	100	17	117	183	183	31	214	194	194	250	444	7,140	250	833	62	833	7,140	250	62	833
Alton, Ill.	221	79	300	27	0	27	25	25	5	30	30	30	36	66	48	30	96	8	96	48	30	8	96
Altoona, Pa.	221	79	300	27	0	27	25	25	5	30	30	30	36	66	48	30	96	8	96	48	30	8	96
Annapolis, N. Y.	35	0	35	139	1	140	88	88	6	94	94	94	106	9	115	436	138	444	16	444	436	16	444
Annapolis, Md.	43	0	43	84	1	85	82	1	83	66	1	67	275	3	278	275	3	278	3	278	275	3	278
Ann Arbor, Mich.	133	4	137	146	18	164	147	147	13	160	185	185	21	67	611	21	607	56	607	611	56	607	611
Ansonia, Conn.	69	2	71	47	2	49	56	56	1	57	57	57	5	62	242	5	239	19	239	242	19	239	242
Appleton, Wis.	67	6	73	54	0	54	47	47	6	53	59	59	75	7	82	242	242	242	19	242	242	19	242
Asbury Park, N. J.	613	5	618	198	4	202	76	76	1	77	77	77	120	0	150	947	947	947	10	947	947	10	947
Ashland, Wis.	64	0	64	77	1	78	52	52	3	55	58	58	83	1	84	276	276	276	5	276	276	5	276
Ashland, Kans.	132	8	140	136	8	144	131	131	4	135	139	139	134	1	163	553	553	553	29	553	553	29	553
Atlanta, Ga.	1,523	85	1,608	1,829	93	1,922	1,581	1,581	111	1,692	1,803	1,803	82	82	1,614	6,436	6,436	6,436	371	6,436	6,436	371	6,436
Atlantic City, N. J.	914	16	930	180	4	184	253	253	7	260	267	267	491	5	496	1,838	1,838	1,838	92	1,838	1,838	92	1,838
Auburn, Me.	89	3	92	80	8	88	91	91	3	94	97	97	103	7	110	366	366	366	21	366	366	21	366
Auburn, N. Y.	264	13	277	270	14	284	295	295	25	310	335	335	19	7	342	1,015	1,015	1,015	71	1,015	1,015	71	1,015
Augusta, Ga.	308	14	322	322	22	344	355	355	13	368	381	381	18	18	399	1,462	1,462	1,462	67	1,462	1,462	67	1,462
Augusta, Me.	127	29	156	121	24	145	154	154	43	196	196	196	22	22	218	739	739	739	117	739	739	117	739
Aurora, Ill.	114	23	137	118	33	151	123	123	23	146	146	146	142	16	158	497	497	497	85	497	497	85	497
Austin, Tex.	187	42	229	229	35	264	245	245	37	282	282	282	31	31	293	932	932	932	145	932	932	145	932
Baltimore, Md.	5,864	1,426	7,290	6,457	1,688	8,145	6,211	6,211	1,801	8,016	8,016	8,016	1,841	1,841	8,584	25,075	25,075	25,075	6,706	25,075	25,075	6,706	25,075
Baltimore, Md.	5,864	1,426	7,290	6,457	1,688	8,145	6,211	6,211	1,801	8,016	8,016	8,016	1,841	1,841	8,584	25,075	25,075	25,075	6,706	25,075	25,075	6,706	25,075
Baton Rouge, La.	121	5	126	104	13	117	71	71	7	78	78	78	71	8	85	379	379	379	26	379	379	26	379
Bath, Me.	87	12	99	74	15	89	69	69	6	75	75	75	85	8	83	304	304	304	36	304	304	36	304
Battle Creek, Mich.	293	7	300	297	13	310	301	301	7	308	315	315	12	12	327	832	832	832	44	832	832	44	832
Bay City, Mich.	293	7	300	297	13	310	301	301	7	308	315	315	12	12	327	832	832	832	44	832	832	44	832
Bayonne, N. J.	100	0	100	97	0	97	59	59	1	60	60	60	87	3	90	146	146	146	4	146	146	4	146

Beatrice, Nebr.	34	1	35	50	1	51	38	2	40	42	1	43	164	5	169
Beaver Falls, Pa.	324	6	130	106	0	109	115	2	119	134	1	125	472	11	483
Bellville, Ill.	41	37	68	48	20	68	41	6	47	44	12	126	173	15	174
Bethlehem, Pa.	96	3	99	115	6	120	121	2	123	123	4	127	455	10	469
Beverly, Mass.	395	432	183	183	41	135	143	43	145	137	47	143	168	10	167
Binghamton, N. Y.	310	37	441	400	41	441	382	43	385	372	47	419	1,519	29	1,761
Birmingham, Ala.	77	1	81	380	3	392	586	16	584	465	9	474	1,732	31	1,911
Birmingham, Conn.	310	1	79	85	4	89	66	2	68	103	2	105	331	10	341
Bloomington, Ill.	309	57	266	180	64	214	197	71	268	205	41	249	705	26	1,027
Boston, Mass.	21,817	3,813	25,130	25,894	5,048	31,842	26,277	6,039	32,312	28,447	5,739	34,186	102,476	21,019	123,491
Bradford, Pa.	116	15	135	130	36	186	129	23	152	126	18	144	501	80	507
Brattleborough, Vt.	42	19	97	98	10	108	79	7	86	67	6	73	324	38	364
Bridgewater, Conn.	651	87	748	737	90	837	695	103	788	805	117	822	2,898	307	3,205
Bridgeton, N. J.	56	7	63	63	0	63	48	2	50	56	1	57	2,223	10	2,233
Brockton, Mass.	283	37	323	317	40	357	275	1	318	304	31	325	1,186	147	1,333
Brocklyn, N. Y.	6,498	1,128	7,526	7,559	1,842	9,601	8,175	910	10,124	9,487	1,905	10,363	30,759	6,825	37,614
Buffalo, N. Y.	2,950	1,115	4,065	2,870	1,074	3,933	2,702	1,068	3,770	2,911	969	3,903	11,445	4,246	15,691
Burlington, Iowa	2,216	182	248	193	141	334	161	156	3,717	228	133	292	708	565	1,301
Burlington, Vt.	131	18	151	136	5	141	167	9	106	117	9	126	483	41	524
Calico, Ill.	71	0	71	48	0	48	56	0	56	71	3	74	246	3	249
Camden, N. J.	441	86	480	400	50	519	482	32	514	571	46	617	1,906	164	2,130
Canton, Ohio	352	60	412	364	30	391	341	41	380	474	58	490	1,490	186	1,676
Carlisle, Pa.	83	1	86	80	0	80	67	1	80	106	4	110	389	7	376
Carthage, Mo.	31	0	31	24	0	24	37	0	37	40	0	40	132	0	132
Cedar Rapids, Iowa	170	37	216	180	63	243	115	48	104	146	79	225	620	225	845
Chadron, Neb.	135	3	138	97	6	98	109	5	104	136	3	100	373	17	390
Chambersburg, Pa.	43	3	46	37	5	50	36	10	40	65	5	70	195	23	218
Champaign, Ill.	407	26	432	547	37	584	504	36	540	481	12	453	1,808	111	2,009
Charleston, S. C.	45	0	45	46	0	46	74	0	74	87	0	87	227	1	228
Charlottesville, Va.	40	0	40	46	1	46	71	0	71	87	0	87	227	1	228
Charlotte, N. C.	521	26	547	530	51	580	446	58	504	553	24	577	2,059	159	2,218
Chattanooga, Tenn.	12	0	12	182	12	174	137	16	153	158	10	168	577	47	624
Chattanooga, Tenn.	152	5	157	151	12	174	137	16	153	158	10	168	577	47	624
Cheney, N. Y.	13,167	2,207	15,374	14,021	2,841	10,882	12,209	2,977	15,180	13,164	3,080	16,283	52,501	11,114	63,705
Chicago, Ill.	100	4	110	118	7	125	82	5	87	82	3	86	280	2	282
Chillicothe, Ohio	4,790	2,268	7,054	5,811	2,737	8,376	5,030	2,410	7,408	5,743	2,634	8,377	21,230	10,028	31,258
Chippewa Falls, Wis.	3,177	1,564	4,741	3,483	1,920	5,163	3,031	2,147	5,178	3,536	2,094	5,650	12,737	7,795	20,532
Cincinnati, Ohio	46	0	53	43	5	50	43	4	47	47	4	51	153	2	155
Clinton, Iowa	79	0	79	59	1	59	40	0	40	53	0	53	127	2	129
Colebrook, N. Y.	28	3	31	182	5	187	186	9	167	181	1	182	608	18	626
Colorado Springs, Colo.	182	2	184	227	6	233	185	2	187	197	6	203	791	16	807
Columbia, S. C.	2,027	407	2,434	1,769	216	2,985	1,673	302	3,951	2,902	227	47	132	1,132	8,630
Columbus, Ga.	2,205	31	328	337	62	419	248	31	377	367	32	419	1,286	1,106	4,411
Columbus, Ind.	61	5	66	36	6	42	68	10	78	69	5	74	234	5	239
Concord, N. H.	76	3	79	78	0	85	31	29	81	81	1	87	310	22	332
Corcoran, Tex.	241	32	247	225	67	285	193	26	233	182	4	233	310	22	332
Corcoran, N. Y.	341	49	390	371	51	422	258	41	339	331	34	385	1,311	173	1,484
Cornell Bluffs, Iowa	76	3	79	78	0	85	31	29	81	81	1	87	310	22	332
Covington, Ky.	241	49	390	371	51	422	258	41	339	331	34	385	1,311	173	1,484
Crawfordsville, Ind.	341	49	390	371	51	422	258	41	339	331	34	385	1,311	173	1,484

No. 16.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending Sept. 30, 1888.						Quarter ending Mar. 31, 1889.						Quarter ending June 30, 1889.						Total—12 months ending June 30, 1889.					
	Special-delivery letters from other places.	Special-delivery letters 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 from other places.	Special-delivery letters for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters for local delivery.	Total special-delivery letters and parcels.
Cumberland, Md.	119	18	137	105	5	110	105	5	110	118	8	126	447	36	483	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Dallas, Tex.	358	19	377	138	21	594	380	22	402	386	16	402	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Danbury, Conn.	122	6	128	186	12	154	128	25	153	184	5	189	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Danville, Ill.	106	6	112	143	7	98	60	23	122	100	5	105	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Danville, Va.	105	1	106	141	2	143	60	23	122	100	5	105	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Davenport, Iowa.	100	59	249	185	65	250	153	94	246	133	84	217	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Dayton, Ohio.	713	121	834	809	102	911	609	80	749	741	86	827	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Decatur, Ill.	150	21	177	155	16	171	145	19	164	103	24	127	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Delaware, Ohio.	67	6	72	72	7	77	69	5	94	94	0	100	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Denison, Tex.	28	2	30	51	2	56	34	0	34	26	4	40	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Denver, Colo.	3,133	777	8,910	2,933	885	3,818	2,753	979	3,732	8,253	985	4,238	12,072	3,698	15,698	12,072	3,698	15,698	12,072	3,698	15,698	12,072	3,698	15,698
Des Moines, Iowa.	610	71	687	624	82	696	468	65	473	501	55	556	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Detroit, Mich.	2,513	1,139	3,692	2,859	1,320	4,179	2,468	1,594	4,062	2,891	1,412	4,303	10,069	5,445	15,514	10,069	5,445	15,514	10,069	5,445	15,514	10,069	5,445	15,514
Dorav, N. H.	133	15	157	120	0	125	113	12	125	143	23	154	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Dubuque, Iowa.	226	15	241	244	120	265	222	28	260	251	23	273	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Duluth, Minn.	184	37	221	183	50	242	152	45	219	173	54	227	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Dunkirk, N. Y.	68	1	69	69	0	77	61	0	65	55	0	50	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
East Orange, N. J.	216	37	253	250	60	310	201	46	297	279	44	320	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
East Orange, N. J.	219	12	231	220	14	234	221	7	228	271	6	276	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
East Saginaw, Mich.	220	21	240	207	42	249	203	47	225	214	54	268	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
East Troy, Wis.	211	21	232	206	23	229	178	26	174	184	0	192	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Elgin, Ill.	311	22	332	306	26	332	198	48	260	118	0	112	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Elkhart, N. J.	333	35	370	411	48	459	408	57	462	403	44	444	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Elkhart, Ind.	402	41	443	323	56	379	407	72	569	363	52	417	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Elmira, N. Y.	402	41	443	323	56	379	407	72	569	363	52	417	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
El Paso, Tex.	2	0	2	30	0	36	36	0	36	34	0	34	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Evansville, Ind.	454	32	486	406	35	441	384	55	439	379	93	472	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Exton, Pa.	73	6	79	84	8	92	85	4	89	81	2	93	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Exton, Pa.	126	1	127	191	4	195	167	9	176	184	3	187	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Exton, Pa.	353	49	398	311	31	342	371	51	422	428	4	432	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Exton, Pa.	92	2	94	94	4	98	90	7	97	107	14	121	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685
Exton, Pa.	454	32	486	406	35	441	384	55	439	379	93	472	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685	1,607	78	1,685

Fall Riv r, Mass	483	40	323	53	61	492	482	492	482	517	75	592	525	48	573	2,017	224	2,241
Fargo, Dak	63	3	96	78	9	78	78	78	78	82	4	86	96	11	107	349	27	349
Fendlay, Ohio					2	2				104	0	104	118	6	124	268	8	306
Fitchburg, Mass	251	13	266	281	11	282	282	282	282	244	12	256	244	12	256	1,023	47	1,070
Flint, Mich	67	2	100	72	7	97	97	97	97	70	15	85	82	7	85	813	34	1,347
Fond-du-Lac, Wis	98	1	67	80	4	84	84	84	84	67	1	68	64	2	64	309	6	316
Fort Scott, Kans	66	1	67	63	2	65	65	65	65	73	1	74	74	0	74	267	7	293
Fort Smith, Ark	67	0	67	115	3	118	118	118	118	92	3	102	101	0	101	382	6	388
Fort Wayne, Ind	632	152	784	519	170	689	472	472	472	472	165	638	667	153	720	2,190	641	2,831
Fort Worth, Tex	159	14	113	242	30	272	183	183	183	183	53	236	217	64	281	801	101	2,942
Frankfort, Ky	112	1	113	105	4	109	109	109	109	109	0	109	104	0	104	430	5	435
Frederick, Md	80	1	90	81	8	81	81	81	81	91	0	91	78	0	78	339	1	340
Freeport, Ill	98	8	106	80	8	88	88	88	88	80	6	86	74	8	77	332	1	337
Fremont, Neb	37	0	37	55	0	55	55	55	55	39	7	46	60	0	60	191	7	198
Fronton, Ohio										78	16	64	65	13	78	143	29	172
Galesburg, Ill	110	4	114	141	7	148	148	148	148	115	10	125	169	13	181	535	33	568
Galveston, Tex	234	71	305	315	69	384	312	312	312	312	92	404	310	94	404	1,171	238	1,497
Glen Falls, N. Y	72	5	77	69	1	70	61	61	61	61	7	68	59	2	61	291	15	276
Gloucester, Mass	196	7	203	105	3	108	107	107	107	107	3	110	123	2	125	531	15	546
Gloverville, N. Y	62	1	63	80	1	81	55	55	55	45	2	57	61	6	63	256	6	264
Goshen, Ind										45	30	75	49	12	94	194	42	194
Grand Island, Neb	50	0	50	64	0	64	64	64	64	55	42	51	42	0	42	207	0	207
Grand Rapids, Mich	772	94	860	756	102	858	786	786	786	786	102	898	818	92	910	3,142	390	3,532
Greenville, S. C										41	1	42	50	0	50	91	1	92
Hagerstown, Md	113	1	134	112	6	118	102	102	102	102	2	104	103	1	104	450	10	460
Hamilton, Ohio	112	13	145	159	6	165	134	134	134	134	9	143	149	11	160	574	39	613
Hannibal, Mo	97	12	109	110	6	125	96	96	96	96	7	103	96	5	101	408	30	438
Harriburg, Pa	566	94	660	613	82	715	688	688	688	688	115	893	720	86	806	2,607	377	2,984
Hartford, Conn	1,350	104	1,544	1,529	290	1,825	1,429	1,429	1,429	1,429	335	1,784	720	616	1,868	5,558	1,444	7,002
Hastings, Neb	62	0	62	63	3	66	72	72	72	72	1	73	60	1	73	217	5	222
Haverhill, Mass	386	53	439	481	77	558	403	403	403	403	67	470	436	62	483	1,696	259	1,955
Helena, Mont	70	2	81	125	0	125	137	137	137	137	8	141	138	2	140	470	8	487
Holoken, N. J	270	25	295	313	6	310	280	280	280	280	8	288	400	25	425	1,237	64	1,301
Holyoke, Mass	265	78	343	332	81	413	263	263	263	263	93	358	366	64	430	1,226	318	1,544
Hornellsville, N. Y	73	3	79	79	7	86	85	85	85	85	5	90	66	4	70	303	19	322
Hot Springs, Ark	50	1	60	117	2	119	122	122	122	122	35	127	133	13	158	444	21	465
Houston, Tex	377	20	355	377	25	402	276	276	276	276	35	321	333	19	382	1,335	90	1,420
Hudson, N. Y	65	5	70	65	1	69	63	63	63	63	2	65	112	0	112	176	8	179
Huntington, Pa	323	34	333	49	1	50	44	44	44	44	1	45	51	3	51	217	9	231
Huron, Dak	34	1	35	24	3	27	28	28	28	28	2	30	37	2	34	123	9	132
Hutchinson, Kans	50	5	55	60	6	66	55	55	55	55	1	56	59	3	64	217	14	231
Hyde Park, Mass										183	12	143	159	0	162	478	22	500
Indianapolis, Ind	2,534	1,200	3,734	2,800	1,246	4,046	2,200	2,200	2,200	2,200	1,655	3,635	2,800	1,473	4,273	10,324	5,574	15,898
Iowa City, Iowa	81	33	81	51	2	93	61	61	61	61	4	55	44	3	44	174	11	185
Jackson, N. Y	155	18	153	197	40	197	144	144	144	144	65	209	163	61	204	599	184	783
Jackson, Mich	208	31	242	273	13	288	173	173	173	173	17	190	176	20	198	829	913	913
Jackson, Miss	180	1	180	59	8	59	59	59	59	59	4	93	83	5	88	270	10	280
Jacksonville, Fla	276	4	280	156	8	159	405	405	405	405	19	424	427	7	434	1,046	23	1,297
Jacksonville, Ill	63	63	63	67	8	75	66	66	66	66	6	73	73	8	81	296	25	321
Jamaica, N. Y	150	13	170	139	10	149	150	150	150	150	12	163	137	14	151	582	52	632
Jamaica, W. I	60	0	60	62	0	62	67	67	67	67	2	69	60	0	69	288	2	290
JERRY CITY, N. J	1,120	115	1,235	1,326	164	1,490	1,193	1,193	1,193	1,193	107	1,300	1,340	108	1,448	4,579	494	5,473

No. 16.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending Sept. 30, 1888					Quarter ending Dec. 31, 1888					Quarter ending Mar. 31, 1889					Total—12 months ending June 30, 1889.				
	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.					
Johnstown, Pa.	150	3	153	157	13	170	141	17	158	95	0	95	549	33	582	Total special-delivery letters and parcels arriving from other places.				
Johnston, N. H.	83	10	93	85	14	99	70	24	103	119	13	132	368	61	429	Special-delivery letters and parcels deposited for local delivery.				
Kalamazoo, Mich.	196	30	226	180	13	193	173	16	191	193	19	214	746	78	824	Total special-delivery letters and parcels.				
Kansas City, Kans.	114	1	115	111	16	127	85	24	109	105	25	130	415	66	481	Special-delivery letters and parcels arriving from other places.				
Kansas City, Mo.	1,826	563	2,419	1,818	912	2,730	2,119	266	2,375	2,205	248	2,453	7,968	2,009	9,977	Special-delivery letters and parcels deposited for local delivery.				
Kearney, N. H.	90	4	94	107	7	114	82	8	90	116	6	121	395	24	419	Total special-delivery letters and parcels.				
Keokuk, Iowa.	32	5	37	121	9	130	104	7	111	77	9	86	384	30	414	Special-delivery letters and parcels arriving from other places.				
Knoxville, Tenn.	395	12	407	374	56	430	375	96	344	333	24	377	1,400	103	1,503	Special-delivery letters and parcels deposited for local delivery.				
La Crosse, Wis.	240	52	292	272	172	444	245	30	215	204	28	232	801	109	910	Total special-delivery letters and parcels.				
La Fayette, Ind.	272	41	313	280	63	343	246	67	313	298	96	394	1,095	270	1,365	Special-delivery letters and parcels arriving from other places.				
Lancaster, Pa.	424	28	452	470	23	493	461	25	486	474	29	503	1,838	105	1,943	Special-delivery letters and parcels deposited for local delivery.				
Lansing, Mich.	136	8	144	175	12	187	169	7	176	261	9	270	741	31	772	Total special-delivery letters and parcels.				
Lawrence, Kans.	109	4	113	120	12	132	98	11	109	36	8	44	363	35	398	Special-delivery letters and parcels arriving from other places.				
Lawrence, Mass.	613	71	684	576	131	707	611	115	726	554	117	671	2,234	434	2,668	Special-delivery letters and parcels deposited for local delivery.				
Leadville, Colo.	218	58	276	260	48	308	173	81	254	180	50	230	647	38	685	Total special-delivery letters and parcels.				
Leavenworth, Kans.	177	0	177	186	14	200	210	122	6	122	132	9	141	38	179	Special-delivery letters and parcels arriving from other places.				
Lebanon, Pa.	88	14	102	102	9	111	88	119	9	97	5	102	363	37	400	Special-delivery letters and parcels deposited for local delivery.				
Lexington, Me.	200	14	214	172	14	186	143	17	159	171	7	178	685	52	737	Total special-delivery letters and parcels.				
Lexington, Ky.	376	20	396	415	24	439	377	22	399	407	19	416	1,635	85	1,720	Special-delivery letters and parcels arriving from other places.				
Lima, Ohio	129	41	170	113	45	158	136	41	167	163	28	191	631	155	786	Special-delivery letters and parcels deposited for local delivery.				
Lincoln, Neb.	570	10	580	468	13	481	479	617	10	527	490	13	540	603	2,049	Total special-delivery letters and parcels.				
Little Falls, N. Y.	66	8	74	66	0	66	51	2	53	53	1	54	236	11	247	Special-delivery letters and parcels arriving from other places.				
Little Rock, Ark.	351	30	381	353	43	396	395	47	442	332	47	379	1,413	167	1,580	Special-delivery letters and parcels deposited for local delivery.				
Lockport, N. Y.	187	12	199	150	22	172	133	18	151	143	20	163	710	122	832	Total special-delivery letters and parcels.				
Lockport, Ind.	19	25	44	219	50	269	161	16	177	190	31	211	401	2	403	Special-delivery letters and parcels arriving from other places.				
Long Island City, N. Y.	91	1	92	94	0	94	161	0	101	113	1	114	401	2	403	Special-delivery letters and parcels deposited for local delivery.				
Los Angeles, Cal.	651	152	803	859	91	950	691	175	866	708	160	868	2,812	568	3,380	Total special-delivery letters and parcels.				
Lowell, Mass.	2,113	542	2,655	2,478	747	3,225	2,223	651	2,874	2,639	632	3,161	9,143	2,572	11,715	Special-delivery letters and parcels arriving from other places.				
Lyons, N. Y.	1,065	240	1,305	1,087	301	1,400	1,040	299	1,339	1,101	242	1,343	4,303	1,084	5,387	Special-delivery letters and parcels deposited for local delivery.				
Manchester, N. H.	394	12	406	323	17	340	310	28	338	302	13	315	1,311	54	1,365	Total special-delivery letters and parcels.				
Manassas, Va.	1,114	168	1,282	1,097	107	1,204	1,074	243	1,317	1,260	218	1,444	4,451	829	5,280	Special-delivery letters and parcels arriving from other places.				
Marion, Ind.	133	15	148	133	13	146	148	10	158	211	19	227	625	59	684	Special-delivery letters and parcels deposited for local delivery.				

Macon, Ga.	461	55	516	600	105	705	559	73	632	672	41	713	2,292	2,586
Madison, Wis.	172	191	194	194	15	399	399	32	245	230	40	240	1,780	2,888
Malden, Mass.	348	8	356	383	11	394	406	30	436	454	30	106	709	1,650
Manchester, N. H.	532	26	558	506	72	578	550	43	583	635	52	687	2,223	2,416
Monaca, Mich.	17	1	18	10	0	10	8	0	8	21	0	1	56	57
Manitowish, Wis.	57	6	93	80	12	101	101	6	60	66	5	29	325	325
Marblehead, Ohio	403	2	410	322	6	328	404	16	422	422	8	780	1,903	1,940
Marquette, Mich.	62	7	64	59	4	63	64	3	63	67	0	57	242	249
Marquette, Mich.	98	0	100	90	1	94	102	3	106	106	3	109	399	411
Marquette, Mich.	45	0	45	45	1	20	24	41	24	41	0	120	130	130
Marshalltown, Iowa	63	4	67	68	4	72	74	3	72	74	3	85	227	241
Massillon, Ohio	106	3	109	83	13	107	100	10	110	104	8	89	378	409
Meadowdale, Pa.	138	36	174	123	30	162	140	89	229	169	71	240	878	878
Memphis, Tenn.	761	118	879	1,051	132	1,263	923	189	1,112	863	114	259	3,698	2,905
Meriden, Conn.	210	13	223	223	21	263	216	22	238	245	14	977	3,698	4,171
Meriden, Conn.	33	3	34	48	0	48	29	1	30	41	0	41	150	153
Middletown, Conn.	145	2	150	144	7	151	167	16	162	206	11	217	662	700
Middletown, N. Y.	102	12	114	184	27	111	111	8	90	106	8	114	374	439
Middleton, Wis.	35	0	35	94	0	34	43	1	44	106	1	40	151	163
Midvale, Wis.	2,960	705	3,165	9,287	849	3,136	2,072	849	3,921	2,302	664	2,896	8,921	12,078
Minneapolis, Minn.	2,611	1,093	3,704	2,587	1,39	3,716	2,456	1,069	3,465	2,637	1,118	3,775	10,311	14,680
Mobile, Ala.	178	81	260	311	36	329	263	153	346	287	79	376	979	1,380
Modena, Ill.	33	1	34	32	0	32	28	0	28	22	0	22	116	116
Monmouth, Ill.	292	4	296	36	0	41	60	16	75	49	5	64	170	170
Monroeville, Ala.	262	2	266	360	9	369	446	2	447	209	5	304	1,396	1,416
Monroeville, Va.	28	2	40	69	3	72	79	1	30	43	6	49	179	191
Monroeville, N. J.	163	12	175	163	12	175	175	10	185	194	16	210	532	570
Monroe, Ind.	43	1	44	30	5	36	27	2	29	39	3	42	139	134
Monroeville, Iowa	46	7	70	70	10	66	69	1	90	96	4	100	87	150
Monroeville, N. H.	170	7	180	225	7	232	199	10	209	239	5	244	842	871
Monroeville, N. Y.	1,311	57	1,368	1,259	100	1,359	1,250	89	1,369	1,242	92	1,334	4,912	5,250
Monroeville, N. Y.	84	0	84	66	0	66	70	1	71	81	0	81	302	302
Monroeville, N. Y.	143	12	157	139	6	145	81	10	40	38	3	41	72	81
Monroeville, N. Y.	2,017	471	2,488	2,117	607	2,824	2,268	663	2,631	2,376	646	3,116	8,880	11,267
Monroeville, N. Y.	93	2	97	103	2	107	63	3	66	121	2	123	384	393
Monroeville, N. Y.	626	54	680	621	51	672	579	48	627	578	49	671	2,404	2,606
Monroeville, N. Y.	158	5	163	197	7	204	136	12	148	104	7	171	655	686
Monroeville, N. Y.	307	13	320	228	16	244	182	31	213	247	23	270	864	947
Monroeville, N. Y.	222	9	231	199	7	206	163	6	188	203	11	216	840	841
Monroeville, N. Y.	394	2	200	226	8	229	204	11	215	200	10	270	891	920
Monroeville, N. Y.	123	20	118	118	9	127	148	22	170	159	10	154	520	566
Monroeville, N. Y.	1,008	285	1,063	1,043	575	2,093	1,501	417	1,918	1,675	410	2,085	6,132	7,619
Monroeville, N. Y.	3,061	2,019	5,080	4,096	2,681	6,917	4,139	26	7,574	4,036	28	7,288	15,369	27,159
Monroeville, N. Y.	142	13	155	142	13	155	136	12	150	154	17	151	539	589
Monroeville, N. Y.	793	101	894	461	42	503	367	32	399	608	81	639	2,229	2,435
Monroeville, N. Y.	62	0	62	60	1	61	69	1	60	46	1	47	217	220
Monroeville, N. Y.	25,921	13,491	39,412	31,122	18,358	62,490	33,331	10,888	53,219	35,900	19,404	55,506	129,284	200,027
Monroeville, N. Y.	362	39	401	408	75	573	446	84	532	463	63	281	1,771	2,032

No. 16.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending Sept. 30, 1888.						Quarter ending Dec. 31, 1888.						Quarter ending Mar. 31, 1889.						Quarter ending June 30, 1889.						Total—12 months ending June 30, 1889.					
	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.			
Northampton, Pa.	96	12	108	111	12	123	120	6	126	137	4	141	404	34	438	404	34	438	404	34	438	404	34	438	404	34	438	404		
North Adams, Mass.	94	5	99	124	13	137	124	4	128	117	5	122	426	27	453	426	27	453	426	27	453	426	27	453	426	27	453	426		
Northampton, Mass.	197	16	213	245	26	271	261	20	280	276	24	300	979	65	1,074	979	65	1,074	979	65	1,074	979	65	1,074	979	65	1,074	979		
Norwalk, Conn.	54	2	56	60	2	62	48	2	50	73	3	73	235	6	241	235	6	241	235	6	241	235	6	241	235	6	241	235		
Norwalk, Ohio	228	70	298	227	96	323	253	65	318	278	80	358	896	311	1,247	896	311	1,247	896	311	1,247	896	311	1,247	896	311	1,247	896		
Oakland, Cal.	1,670	456	2,126	1,646	615	2,261	1,615	615	2,230	1,750	575	2,327	6,000	2,294	8,294	6,000	2,294	8,294	6,000	2,294	8,294	6,000	2,294	8,294	6,000	2,294	8,294	6,000		
Ogdensburg, N. Y.	64	1	65	41	0	41	44	3	47	58	0	58	197	1	198	197	1	198	197	1	198	197	1	198	197	1	198	197		
Olney, N. Y.	88	0	88	61	0	61	63	0	63	72	0	72	251	2	253	251	2	253	251	2	253	251	2	253	251	2	253	251		
Omaha, Neb.	1,421	88	1,509	1,435	124	1,559	1,426	100	1,726	1,639	138	1,777	6,121	450	6,571	6,121	450	6,571	6,121	450	6,571	6,121	450	6,571	6,121	450	6,571	6,121		
Omaha, N. Y.	41	3	44	40	3	43	46	2	48	33	0	33	119	5	124	119	5	124	119	5	124	119	5	124	119	5	124	119		
Orange, N. Y.	148	16	164	194	3	197	210	6	216	247	5	252	803	30	833	803	30	833	803	30	833	803	30	833	803	30	833	803		
Oakbrook, Wis.	169	91	260	276	96	372	276	120	396	327	181	508	947	85	1,032	947	85	1,032	947	85	1,032	947	85	1,032	947	85	1,032	947		
Oakbrook, Iowa.	37	2	39	41	0	41	42	2	44	42	3	45	102	10	112	102	10	112	102	10	112	102	10	112	102	10	112	102		
Oswego, N. Y.	152	7	159	195	6	201	166	11	177	171	4	175	384	18	402	384	18	402	384	18	402	384	18	402	384	18	402	384		
Otawara, Ill.	59	41	100	41	10	51	50	11	61	60	11	72	210	4	214	210	4	214	210	4	214	210	4	214	210	4	214	210		
Ottawa, Kas.	51	0	51	46	0	46	44	0	44	69	0	69	210	0	210	210	0	210	210	0	210	210	0	210	210	0	210	210		
Ottumwa, Iowa	116	55	171	104	33	137	91	29	120	123	95	218	328	130	448	328	130	448	328	130	448	328	130	448	328	130	448	328		
Owosso, N. Y.	41	0	41	38	2	40	39	2	41	27	3	30	115	7	122	115	7	122	115	7	122	115	7	122	115	7	122	115		
Paducah, Ky.	99	0	99	105	0	105	83	4	87	94	0	94	301	4	305	301	4	305	301	4	305	301	4	305	301	4	305	301		
Paris, Tex.	104	13	117	123	11	134	125	15	140	150	16	166	481	55	536	481	55	536	481	55	536	481	55	536	481	55	536	481		
Parkersburg, W. Va.	66	0	66	66	0	66	66	1	67	67	0	67	133	1	134	133	1	134	133	1	134	133	1	134	133	1	134	133		
Passaic, N. J.	424	30	454	486	43	529	504	53	557	559	466	1,025	1,025	139	1,164	1,025	139	1,164	1,025	139	1,164	1,025	139	1,164	1,025	139	1,164	1,025		
Patterson, N. J.	106	10	116	181	17	198	226	15	241	230	13	243	466	71	537	466	71	537	466	71	537	466	71	537	466	71	537	466		
Pawtucket, R. I.	59	6	65	23	11	34	23	11	34	23	11	34	23	11	34	23	11	34	23	11	34	23	11	34	23	11	34	23		
Pekin, Ill.	26	1	27	26	1	27	36	1	37	43	5	48	164	8	172	164	8	172	164	8	172	164	8	172	164	8	172	164		
Pennsacola, Fla.	748	132	880	748	171	919	470	190	660	609	117	726	1,036	15	1,051	1,036	15	1,051	1,036	15	1,051	1,036	15	1,051	1,036	15	1,051	1,036		
Peoria, Ill.	616	107	723	531	702	1,233	470	190	660	609	117	726	1,036	15	1,051	1,036	15	1,051	1,036	15	1,051	1,036	15	1,051	1,036	15	1,051	1,036		
Petersburg, Va.	293	6	299	276	13	289	215	8	223	233	15	248	634	42	676	634	42	676	634	42	676	634	42	676	634	42	676	634		
Philadelphia, Pa.	12,113	5,037	17,150	14,740	6,062	21,411	16,119	6,008	22,127	22,127	7,347	29,474	50,272	25,042	75,316	50,272	25,042	75,316	50,272	25,042	75,316	50,272	25,042	75,316	50,272	25,042	75,316	50,272		
Pine Bluff, Ark.	100	0	100	100	0	100	100	0	100	100	0	100	100	0	100	100	0	100	100	0	100	100	0	100	100	0	100	100		



	58	2	60	60	4	64	90	2	62	62	0	62	340	8	248
Piqua, Ohio.....	4,945	6,041	5,440	5,440	0,900	12,949	5,346	7,005	12,381	5,000	6,719	12,319	21,340	20,605	48,735
Pittsburgh, Pa.....	187	9	196	196	0	219	5,346	17	184	158	15	171	719	60	779
Pittston, Pa.....						50	63	7	70	58	3	50	178	10	188
Plainfield, N. J.....					8	208	260	0	260	280	9	280	890	20	58
Plattsburgh, N. Y.....							38	2	20	28	2	27	82	4	58
Port Huron, Mich.....							69	7	70	78	2	77	332	28	383
Port Jarvis, N. Y.....	94	11	105	105	8	108	27	13	70	72	2	46	72	11	80
Portland, Me.....	1,164	2,688	1,552	990	308	1,304	1,016	322	1,230	1,147	217	1,484	4,323	1,815	5,655
Portland, Oregon.....	1,425	141	1,568	1,326	217	1,543	1,051	198	1,180	1,395	136	1,441	5,107	632	5,739
Portsmouth, N. H.....	231	0	240	163	7	300	1,147		151	181	3	103	783	31	784
Portsmouth, Ohio.....	73	0	75	83	1	84	54		55	81	2	83	231	6	231
Portsmouth, Va.....	60	0	60	60	3	72	63	1	60	71	2	78	213	6	219
Portville, Pa.....	145	23	167	222	10	242	141	90	161	132	81	103	641	102	733
Poughkeepsie, N. Y.....	397	18	415	341	30	371	370	31	410	436	29	467	1,655	108	1,663
Prattville, Ala.....	2,208	473	2,681	2,198	500	2,634	2,319	539	2,638	2,871	641	3,213	9,320	2,169	11,683
Pueblo, Colo.....	1		83	137	3	150	213	114	327	180	108	189	596	16	612
Quincy, Ill.....	342	70	412	345	115	461	213		327	290	108	386	1,191	405	1,306
Racine, Wis.....	178	21	151	151	18	169	180	10	180	131	23	170	532	72	624
Raleigh, N. C.....	178	3	181	200	8	200	160	40	184	168	22	174	727	17	824
Randolph, N. C.....	442	92	534	428	115	543	440	145	585	478	81	559	1,788	433	2,221
Red Wing, Minn.....							20	4	24	25	2	27	45	6	51
Richmond, Ind.....	236	12	238	212	15	227	226	13	241	239	81	270	903	73	976
Richmond, Va.....	1,345	118	1,461	1,569	214	1,813	1,293	148	1,441	1,484	123	1,606	5,719	602	6,321
Riohoke, Va.....							71	5	76	83	2	85	134	7	161
Rochester, N. Y.....	1,832	1,639	3,621	1,904	1,017	3,581	1,774	1,814	3,568	2,074	1,430	3,564	7,684	6,500	14,184
Rockford, Ill.....	165	43	256	145	42	187	165	46	211	160	40	220	683	14	834
Rock Island, Ill.....	60	2	71	83	3	88	91	7	102	80	40	82	329	14	343
Rockland, Me.....							72	4	76	79	7	86	131	11	162
Rome, Ga.....	42	0	82	88	0	88	63	0	93	117	0	117	380	0	380
Rome, N. Y.....	105	5	160	109	4	110	71	2	73	74	0	74	285	6	291
Rutland, Vt.....	845	91	826	885	179	1,064	139	5	145	142	2	144	642	17	659
Sacramento, Cal.....	82	4	86	65	6	71	1,064	139	1,143	834	104	938	3,568	513	4,081
Saginaw, Mich.....							64	7	71	75	4	79	286	21	307
St. Albans, Vt.....							42	3	45	41		41	83	3	86
St. Albans, Mo.....	840	67	913	800	97	897	765	103	845	628	78	904	3,239	340	3,579
St. Louis, Mo.....	4,280	1,451	5,740	4,934	1,385	6,319	4,238	1,169	5,427	4,550	1,016	5,966	18,031	5,021	23,052
St. Paul, Minn.....	2,137	851	2,988	2,364	1,053	3,417	2,154	1,025	3,179	2,809	632	3,142	8,864	3,862	12,726
Salem, Mass.....	601	145	745	563	180	743	684	202	796	632	154	786	2,390	681	3,071
Salem, Ohio.....	80	1	87	77	4	81	59	2	61	68	0	68	290	7	297
Salem, Oregon.....	52	2	55	82	16	98	98	20	116	79	10	89	350	44	398
Salina, Kans.....	35	0	35	40	1	41	38	1	39	44	7	51	157	9	166
Salt Lake City, Utah.....	304	163	467	338	105	443	381	47	428	287	134	421	1,400	389	1,789
San Antonio, Tex.....	618	26	644	653	48	691	751	81	832	640	34	674	2,802	189	3,951
San Diego, Cal.....	198	2	200	197	0	197	179	0	179	153	0	153	727	2	730
Sandusky, Ohio.....	149		151	172	2	174	114	5	119	146	3	149	581	12	593
San Francisco, Cal.....	7,404	4,420	11,820	7,287	5,030	12,328	6,514	4,965	11,510	6,329	5,673	12,022	27,664	20,104	47,668
San Jose, Cal.....	382	47	429	369	20	398	360	42	392	360	42	377	1,478	162	1,640
Saratoga Springs, N. Y.....	794	11	745	713	12	725	155	6	161	241	5	246	1,843	34	1,877
Savannah, Ga.....	380	112	498	542	130	672	532	298	770	633	148	679	1,963	626	2,619
Schenectady, N. Y.....	85	2	87	82	2	84	97	3	100	113	7	113	377	7	384
Sernatony, Pa.....	435	98	533	481	96	481	399	140	539	383	79	461	1,601	413	2,014

# REPORT OF THE POSTMASTER-GENERAL.

Post-office.	Quarter ending Sept. 30, 1888.				Quarter ending Dec. 31, 1888.				Quarter ending Mar. 31, 1889.				Quarter ending June 30, 1889.				Total—12 months ending June 30, 1889.			
	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.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.		
Seattle, Wash.	147	16	163	295	10	295	258	16	274	237	13	250	867	55	922	250	867	55	922	
Portland, Me.	137	13	150	131	10	141	129	20	149	132	12	144	530	55	575	132	530	55	575	
Boston, Mass.	72	0	72	48	3	51	49	6	55	36	0	36	124	9	133	76	124	9	133	
San Francisco, Cal.	42	0	42	52	3	55	39	2	41	37	1	38	124	6	130	38	124	6	130	
St. Louis, Mo.	57	0	57	31	2	33	30	1	31	28	0	28	109	5	114	59	109	5	114	
St. Paul, Minn.	82	0	82	42	6	48	56	1	57	47	1	48	227	3	230	35	227	3	230	
St. James, La.	210	4	214	26	8	34	163	0	172	247	10	257	850	81	931	247	850	81	931	
St. Mary, Ind.	78	2	80	62	6	68	85	4	89	76	1	77	301	0	301	77	301	0	301	
St. Paul, Ind.	135	8	143	140	2	142	110	12	122	147	1	148	508	45	553	147	508	45	553	
St. Paul, Wash.	96	66	162	268	70	338	124	0	124	132	3	135	508	3	511	132	508	3	511	
Springfield, Ill.	1,183	201	1,384	1,312	317	1,629	272	310	382	972	62	444	1,078	308	1,386	272	1,078	308	1,386	
Springfield, Mo.	130	3	133	145	7	152	1,246	377	1,623	1,431	356	1,787	5,183	1,341	6,524	1,431	5,183	1,341	6,524	
Springfield, Ohio	413	25	438	384	32	416	361	27	388	427	17	444	1,585	101	1,686	427	1,585	101	1,686	
Stamford, Conn.	130	8	138	161	1	162	127	3	130	164	0	164	583	12	595	164	583	12	595	
Stanton, Va.	67	0	67	59	0	59	73	0	73	66	0	66	205	1	206	66	205	1	206	
Stanton, Ill.	13	3	16	43	0	43	31	0	31	24	0	24	111	1	112	24	111	1	112	
St. Paul, Wash.	130	8	138	134	11	145	162	2	174	212	17	229	642	48	690	212	642	48	690	
St. Paul, Wash.	80	0	80	64	0	64	60	0	60	104	0	104	298	3	301	104	298	3	301	
St. Paul, Wash.	92	0	92	105	1	106	96	0	96	101	0	101	304	1	305	101	304	1	305	
Streator, Ill.	33	33	66	37	5	42	47	5	52	43	0	43	160	15	175	43	160	15	175	
Syracuse, N. Y.	1,345	457	1,802	1,403	634	2,037	1,375	612	1,987	1,353	630	1,983	5,520	2,940	8,460	1,353	5,520	2,940	8,460	
Tacoma, Wash.	104	6	110	122	0	122	131	143	274	187	7	191	540	23	563	191	540	23	563	
Tacoma, Wash.	404	45	449	501	39	540	415	43	458	470	44	514	1,746	173	1,919	470	1,746	173	1,919	
Terre Haute, Ind.	439	71	510	403	80	483	454	98	552	532	48	600	1,908	297	2,205	532	1,908	297	2,205	
Tiffin, Ohio	85	12	97	62	12	74	64	2	66	63	6	69	200	32	232	63	200	32	232	
Titusville, Pa.	55	2	57	55	0	55	54	0	54	53	1	54	220	9	229	53	220	9	229	
Tolono, Ohio	1,128	163	1,291	1,145	120	1,265	1,043	143	1,186	1,215	140	1,355	4,520	504	5,024	1,215	4,520	504	5,024	
Tonawanda, N. Y.	230	47	277	262	67	329	268	23	291	287	50	337	1,080	177	1,257	287	1,080	177	1,257	
Trenton, N. J.	583	70	653	649	67	716	764	83	847	800	52	852	2,886	206	3,092	800	2,886	206	3,092	
Troy, N. Y.	823	99	922	863	145	1,008	762	108	870	802	88	890	3,253	437	3,690	802	3,253	437	3,690	

Utica, N. Y.	449	67	518	453	57	510	523	45	568	518	28	516	1,943	197	2,140
Yicksburg, Miss.	202	3	203	234	6	260	248	7	267	221	1	228	928	16	944
Vincennes, Ind.	107	10	123	118	14	132	98	6	94	113	15	128	268	52	270
Waco, Tex.				71	3	74	98	0	24	18	5	14	247	14	261
Walla Walla, Wash.							313	98	313	371	23	394	1,308	91	1,399
Waltham, Mass.	303	18	321	319	22	341	313	10	343	101	19	180	183	23	206
Warren, Ohio	60	0	60	97	0	97	79	13	62	78	19	114	163	23	296
Washington, D. C.	5,538	3,789	9,327	5,608	4,331	10,139	8,923	5,722	14,645	8,439	4,855	13,202	28,708	18,705	47,413
Waterbury, Conn.	280	11	291	279	27	306	283	27	312	369	21	330	1,163	86	1,259
Watelon, Iowa.	64	2	66	44	3	47	44	1	45	52	2	54	204	8	212
Watertown, N. Y.	143	26	169	133	20	153	132	32	164	173	20	193	681	98	679
Wellington, Kans.	21	2	23	18	1	19	19	2	21	18	1	19	70	6	83
West Chester, Pa.	107	10	117	99	4	103	102	9	111	107	6	113	415	29	444
West Chester, Pa.	63	7	70	63	4	67	64	8	72	63	7	62	245	26	271
West Troy, N. Y.				74	2	76	164	0	101	66	4	74	214	10	254
Wheeling, W. Va.	472	46	518	532	49	561	498	58	556	382	72	664	2,094	225	2,319
Wichita, Kans.	362	29	391	384	33	317	280	27	307	328	18	340	1,194	107	1,301
Wilkes Barre, Pa.	339	22	361	309	18	327	358	50	376	360	22	382	1,366	82	1,448
Williamsport, Pa.	264	17	281	237	11	248	257	16	272	296	6	302	1,034	49	1,103
Wilmington, Del.	507	42	549	612	57	669	682	71	663	689	69	738	2,380	239	2,619
Wilmington, N. C.	91	2	93	136	4	124	136	3	139	135	3	138	484	12	496
Winfield, Kans.	35	5	40	40	1	41	49	1	50	61	1	62	165	8	183
Winona, Minn.	156	20	176	135	17	142	111	17	128	120	28	136	512	82	594
Woburn, Mass.				161	3	167	116	4	120	128	8	136	348	15	363
Woonsocket, R. I.	70	0	70	105	10	115	92	8	100	92	9	101	359	27	386
Worcester, Ohio	89	1	90	78	4	82	68	3	71	73	2	75	308	10	318
Worcester, Mass.	2,028	575	2,603	1,852	814	2,666	1,888	845	2,733	2,045	831	2,878	7,813	3,065	10,878
Xenia, Ohio	70	1	71	64	1	65	50	2	52	58	2	60	212	6	248
Yonkers, N. Y.	326	31	357	350	31	381	341	40	390	399	39	388	1,375	141	1,516
York, Pa.	171	9	180	204	12	216	188	7	197	198	11	209	761	41	802
Youngstown, Ohio	363	69	432	362	35	397	333	78	401	371	67	390	1,371	249	1,620
Zanesville, Ohio	310	57	367	334	64	338	270	81	354	343	67	410	1,217	273	1,490
Total	296,223	70,331	307,154	263,074	88,776	351,850	258,634	93,005	351,639	277,169	90,836	308,004	1,016,100	843,547	1,878,647



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**REPORT**  
**OF THE**  
**SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1889.**

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863



# REPORT

## OF THE

### SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM.

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POST-OFFICE DEPARTMENT,  
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,  
*Washington, D. C., November 16, 1889.*

SIR: I have the honor to submit the following report of the operations of the Postal Money-Order System of the United States for the fiscal year ended June 30, 1889.

This system may now be ranked among the permanent institutions characteristic of the times, the issue and payment of postal money-orders in the United States having been commenced on the 1st of November, 1864, a full quarter of a century ago. Table A, in the Appendix, exhibits the growth of the domestic money-order business during this period, showing the number of post-offices authorized to transact such business, the number and amount of orders issued and paid, the amount of fees received, and the expenses year by year.

#### NUMBER OF MONEY-ORDER OFFICES.

To the 8,241 money-order offices in operation June 30, 1888, there were added during the past fiscal year 512, and 26 such offices were discontinued. On June 30, 1889, the total number of money-order offices in operation was 8,727. Since the latter date a further increase of 306 offices has been made, while 5 have been discontinued, leaving at this date 9,028 offices authorized to issue and to pay money-orders.

#### NUMBER OF POSTAL-NOTE OFFICES.

By the act of Congress approved January 3, 1887, the Postmaster-General was empowered to authorize the issue (but not payment) of postal notes at post-offices which are not money-order offices. Such notes, which may be drawn for any sum less than \$5, and are issued for a fee of 3 cents each, are payable at any money-order office, and present a cheap and convenient means of making small remittances through the mails from certain designated post-offices which are not of sufficient importance to be made money-order offices.

In contradistinction to money-order offices, all of which both issue and pay postal notes, the offices authorized, under the act mentioned, to issue such notes only are styled postal-note offices. At the close of the fiscal year ended June 30, 1888, there were in operation 311 such offices, and during the past year 276 were established, while 30 were

discontinued as such, making the number in operation on the 30th of June last 557. At present there are 642, 106 having been established and 21 discontinued since the date last named. Of the whole number (51) mentioned as discontinued 34 became money-order offices, thereby gaining additional facilities.

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

The number of domestic money-orders issued during the year was 10,130,140, aggregating in amount..	\$115,061,845.79
The number of such orders paid during the same period was 10,051,909 of the value of.....	\$114,447,868.90
And the number repaid 76,634, amounting to.....	834,038.04
<b>Making the total amount of payments and repayments.....</b>	<b>115,281,906.94</b>
<b>The excess in amount of payments and repayments over issues for the year being.....</b>	<b>200,061.15</b>
<b>The gross amount of the fees received by postmasters from the public for the issue of domestic money-orders was.....</b>	<b>933,607.50</b>

A comparison of the above with the statement for the previous year shows:

(1) An increase of 170,933, or 1.72 per cent., in the number of orders issued, and of 183,500, or 1.85 per cent., in the number of orders paid and repaid.

(2) A decrease of \$4,567,219.19, or 3.82 per cent., in the amount of orders issued, and of \$4,461,438.31, or 3.73 per cent., in the amount of orders paid and repaid.

(3) A decrease of \$13,353.62, or 1.41 per cent., in the gross amount of fees received.

The average amount of the orders issued was \$11.36, or 65 cents less than the average amount of orders issued in the previous year.

The average fee received was 9.22 cents, being .29 of a cent less than the average fee in 1887-'88. An explanation is here found of the fact that an increase in the number of orders issued was not attended by a corresponding increase in the aggregate amount of such orders or in the gross amount of fees received, the proportion in number of small orders to the whole number of orders issued being greater than during the previous year.

In table marked E, in the Appendix, will be found an interesting exhibit of the number and ratio per thousand of each of twenty different grades of domestic money-orders paid during the month of March, 1889, at 594 first and second class post-offices and 133 stations or branch offices.

#### ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 6,802,720, aggregating in amount.....	\$12,092,190.73
And the number of postal notes paid during the same time was 6,707,106, of the value of.....	\$11,925,658.26
While the notes repaid at the offices of issue numbered 80,348, amounting to.....	152,419.44
<b>Making the total amount of payments and repayments.....</b>	<b>12,078,077.70</b>
<b>The excess in the amount of issues over payments and repayments being.....</b>	<b>4,113.03</b>
<b>The gross amount of fees received from the public (including fees collected for duplicates of invalid postal notes) was.....</b>	<b>204,377.82</b>



The above compared with the figures for the preceding year show—

(1) An increase of 134,714, or 2.02 per cent., in the number of postal notes issued, and of 155,464, or 2.34 per cent., in the number of notes paid and repaid.

(2) A decrease of \$52,268.31, or .43 per cent., in the amount of postal notes issued, and of \$26,803.85, or .22 per cent., in the amount of notes paid and repaid.

(3) An increase of \$4,036.14, or 2.01 per cent., in the gross amount of fees received.

The average amount of the postal notes issued was \$1.78, or 4 cents less than the average amount of the notes issued the preceding year. This explains why an increase in the number of notes issued was not attended by a corresponding increase in the aggregate amount of such notes.

#### DUPLICATE MONEY-ORDERS AND POSTAL NOTES.

Money-orders which remain unpaid one year after the date of issue, and postal notes which have not been paid within three months from the last day of the month of issue, are invalid by law; but, upon proper application, are replaced by duplicates issued by this office, which, moreover, by the issue of duplicates on application, causes payment to the owners of the amounts of such money-orders as have been lost or destroyed, or have, in violation of law, been more than once indorsed, and also by like means restores to the remitters the amounts of orders issued in favor of concerns which the Postmaster-General, under authority conferred by section 4031 of the Revised Statutes, has declared to be fraudulent.

The number of duplicate money-orders drawn during the fiscal year ended June 30, 1889, and the various causes which necessitated the issue of the same are exhibited in Table B, of the Appendix. The total number of duplicate domestic money-orders issued was 21,335, being 321 less than the number issued during the previous fiscal year. The number of duplicate postal notes issued was 8,083, exceeding by 1,647 the number issued during the year 1887-'88.

#### DRAFTS AND TRANSFERS.

To prevent delay in the payment of money-orders, the Postal Laws and Regulations authorize and require the transfer of postal funds to the money-order account by postmasters who are called upon to pay money-orders and postal notes exceeding in amount the orders and notes issued by them, and when, in such emergency, the postal and money-order funds together are insufficient, or the postal funds are not available for transfer to the money-order account, the postmaster is required to make application to this office for a draft on the postmaster at New York for the necessary amount. Most of the money-order offices on the Pacific slope, however, owing to their great distance from Washington and the delay that would ensue if the postmasters were obliged to make application to the Department for single drafts, are supplied with such amounts as they may require, from time to time, by the postmasters at the large offices of San Francisco, Cal., and Portland, Oregon. If the applications from a postmaster for drafts on New York are very frequent, or his use of the postal funds for the payment of money-orders and postal-notes continuous, he is furnished with a letter of credit for a convenient round sum, and is supplied with a

suitable number of blank drafts on the postmaster at New York, for use as needed in drawing against such credit. The letter of credit and the supply of blank drafts in such cases are renewed from time to time as the necessity arises.

Occasionally the Department finds it convenient to direct transfers by postmasters of sums from their money-order to their postage account. Notice of every transfer from either account is transmitted to the Department, and the balance arising from the excess of transfers to the money-order account is repaid upon receipt of a statement of account from the Auditor, after the close of each quarterly period, by the deposit of an equivalent sum 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 amounts of the transfers for the four quarters of the last fiscal year, the balance due the postal account at the close of each quarter, and the dates of payment of the balances due were as follows:

Quarter ended—	From postal to money-order funds.	From money-order to postal funds.	Balance due postal funds.	Paid by deposit in sub-treasury at New York, N. Y.
September 30, 1888.....	\$147,852.74	\$4,676.00	\$143,176.74	March 1, 1889.
December 31, 1888.....	181,895.58	4,971.67	156,923.91	June 25, 1889.
March 31, 1889.....	181,987.33	2,584.12	159,403.21	October 15, 1889.
June 30, 1889.....	159,791.99	4,451.51	155,340.48	November 12, 1889.
Total.....	631,527.64	16,683.30	614,844.34	

The total amount of the drafts paid by the postmaster at New York during the last fiscal year was \$11,859,194.49. During the same period the postmaster at San Francisco furnished funds to the amount of \$153,601, and the postmaster at Portland, Oregon, funds to the amount of \$98,784 to money-order offices in the extreme Western States and Territories, upon application made therefor.

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

The money-order system being without working capital other than the amount of unpaid money-orders, it is necessary to accumulate as rapidly as possible at great paying centers the surplus funds of offices at which the issues exceed the payments.

Accordingly the postmaster at every money-order office is required to transmit daily to some designated post-office of the first class his surplus money-order funds, comprising all money-order and postal-note funds in his possession in excess of the sum of the unpaid money-order advices on hand not exceeding two weeks, or in excess of the fixed sum which he is authorized to retain and which is termed his "reserve." Postmasters at postal-note offices are likewise required to transmit daily, or as often as practicable, to a designated post-office of the first class, every dollar derived from the sale of postal notes. The funds not needed at other depositories eventually reach the post-office at New York, the main depository and monetary center of the system.

The aggregate amount of the remittances of surplus money-order and postal-note funds made during the year ended on the 30th of June last, was \$104,633,222.35.

### LOST REMITTANCES.

Ninety-nine cases of alleged loss, in transit by mail or otherwise, of money-order funds were brought to the notice of this office during the last fiscal year. Two of these were cases of remittances of surplus money-order funds alleged to have been made during the preceding year. All of these cases, involving in the aggregate the sum of \$5,722.88, were referred to the Assistant Attorney-General for this Department for adjudication under the provisions of the act of March 17, 1882, by which the Postmaster-General is empowered to allow credit for losses of this nature incurred through no fault or negligence on the part of the postmaster. An enumeration in detail of these ninety-nine cases will be found in Table C, of the Appendix.

### ERRONEOUS PAYMENT OF MONEY-ORDERS.

Fifty-six money-orders issued during the last fiscal year, amounting in the aggregate to \$1,214.06, were reported to the Department as having been improperly paid, the number being in the ratio of 1 to every 184,171 orders paid (international orders included). These 56 orders are described in Table D, of the Appendix. In the same table will be found the particulars of 97 other orders alleged to have been erroneously paid. They comprise 50 orders, amounting to \$1,395.36, in cases which were undergoing investigation at the close of the previous fiscal year, and 47 orders, amounting to \$1,237.84, in regard to which, although they were issued prior to July 1, 1888, no complaint was made to the Department until after the commencement of the last fiscal year.

Post-office inspectors recovered the amounts of 19 orders, and paid the money, in all \$693.11, to the true payees. In 22 cases, in which the orders aggregated \$296.42, it was ascertained that the claims were not well founded, the orders having been properly paid in the first instance.

For failure to exercise the precaution enjoined by the regulations, postmasters were required to make good to the owners the amounts of 32 orders, in all \$607.06. The payees themselves being at fault, were made to sustain the loss of the amounts of three orders, aggregating \$162; while in three other cases, involving the sum of \$63.96, the evidence not being sufficient to fix the responsibility either upon the postmaster, the remitter, or the payee, the Department assumed the loss. Investigation of the remaining 74 cases, involving in all \$2,024.71, was in progress at the close of the year.

### REVENUES AND EXPENSES.

As reported by the Auditor of the Treasury for the Post-Office Department, the revenues and expenses of the domestic money-order business for the last fiscal year were as follows:

#### RECEIPTS.

Amount received for fees on orders issued.....	\$933,607.50
Amount of gain.....	157.00
Amount of premiums, etc.....	56.85
Total.....	933,821.35

## EXPENDITURES.

Amount allowed postmasters for commissions.....	\$311,683.96
Incidental expenses.....	83,459.79
Lost remittances, burglaries, etc.....	4,712.90
	<u>\$399,856.65</u>

Excess of receipts over expenditures, being the gross revenue..... 533,964.70

Under the head of "incidental expenses" is embraced, as in former years, the cost of blanks, blank-books, and printed matter used in the money-order business by postmasters and by this office; of stationery for use exclusively in this business at post-offices, and of money-order dating stamps, stamp ribbons, numbering machines, etc.

The total expenditure during the past year for blanks, blank-books, and printed matter, purchased under contract by authority of special law, for domestic and international money-order business and for postal-note business was \$41,896.44, and of this sum \$3,513.94 was paid for work ordered on requisitions of the preceding year. The cost of such blanks and books and printed matter for domestic money-order business alone was \$35,926.95, including \$3,171.76 paid on account of requisitions of the previous year.

The receipts and expenditures in the postal-note business are stated by the Auditor as follows:

## RECEIPTS.

Amount received for fees on notes issued..... \$204,377.82

## EXPENDITURES.

Amount allowed postmasters:	
For commissions.....	\$55,099.49
For incidental expenses.....	21,368.88
	<u>76,468.37</u>

Excess of receipts over expenditures, being the gross revenue..... 127,909.45

The item of "incidental expenses" includes the cost of blank engraved postal-note forms, amounting to \$14,874.16.

## THE INTERNATIONAL MONEY-ORDER SYSTEM.

An act passed at the last session of Congress, approved January 30, 1889, authorized the increase of the maximum amount of a single international money-order from \$50 to \$100. In pursuance of the provisions of the act mentioned, agreements increasing the amount for which a single order may be drawn to \$100, or to an amount in the foreign currency as near the equivalent thereof as will be most convenient in practice, have been made with the following countries, viz: France, Belgium, Switzerland, Italy, Portugal, the Netherlands, Germany, Sweden, Norway, Denmark, Newfoundland, the Hawaiian Islands, Japan, New Zealand, Queensland, Victoria, Tasmania, the Windward Islands, and the Leeward Islands.

The postal administrations of Great Britain, Jamaica, and Cape Colony declined to enter into any agreement increasing the maximum amount. Of the final action of the authorities of New South Wales upon the question of making this change, this Department is not yet advised.

During the past year, at the request of the postal administration of Newfoundland, were arranged the terms of a convention providing for the direct exchange of money-orders between the United States and that country; and such convention having been duly concluded, went

into effect on the 1st day of July, 1889. Prior to that date, money-order business between Newfoundland and the United States had been conducted through Canada, as intermediary, and under that arrangement the postal administration of Newfoundland was obliged to pay to the Canadian postal administration a charge of 1 per cent. on the total amount of money-orders issued in Newfoundland on the United States and passing through Canada, while Canada paid to the United States one-half of 1 per cent. of the amount of such orders. Upon money-orders originating in the United States and payable in Newfoundland the latter received no commissions, the United States paying to Canada one-half of 1 per cent. of the amount of orders so issued. In the direct exchange of money-orders now in operation Newfoundland pays on the total amount of orders which it issues on the United States one-half of 1 per cent. to the latter country, which, *vice versa*, pays to Newfoundland one-half of 1 per cent. of the total amount of orders which it issues payable in that island.

On June 30, 1888, the money-order offices in the United States authorized to transact international money-order business numbered 1,701. During the year ended on the 30th of June last, 77 were added to this number, while from 2 offices the international system was withdrawn, leaving the total number of offices transacting such business on the latter date 1,776. International money-order facilities have since been extended to 93 additional offices; and the total number of offices in this country at present authorized to issue and pay international money-orders is, therefore, 1,869.

#### STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

The following tabular statements exhibit the number and amount of the money-order transactions of the last year between the United States on the one hand, and each of twenty-three foreign countries on the other, and contain a comparison of last year's business with the business of the preceding year.

##### *Statistics of international money-order business.*

Nationality.	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.....	76,082	\$1,261,897.69	119,604	\$1,419,271.42	537	\$8,548.48	\$15,465.05
British.....	394,754	5,117,169.05	57,398	860,065.80	848	9,907.66	65,560.35
German.....	193,610	2,686,979.85	48,484	1,380,472.20	600	7,314.91	34,110.00
Swiss.....	36,046	596,453.40	7,408	200,138.55	101	1,067.04	7,153.40
Italian.....	34,463	920,155.50	1,922	53,098.06	102	1,680.82	9,844.10
French.....	17,691	266,084.13	4,888	82,952.92	160	2,233.31	8,313.70
Jamaican.....	193	2,678.00	2,794	82,656.74	7	103.06	32.30
New Zealand.....	542	12,660.89	1,703	19,029.86	12	436.91	143.20
New South Wales.....	369	9,212.76	1,492	28,854.54	9	106.78	103.10
Victorian.....	294	7,075.64	1,367	20,521.97	7	64.77	79.20
Belgian.....	3,289	55,513.52	1,304	30,724.60	18	302.90	659.60
Portuguese.....	457	10,350.72	358	11,320.55	.....	.....	117.05
Swedish.....	37,674	743,905.07	2,588	74,421.11	75	1,235.37	8,641.80
Tasmanian.....	25	1,822.88	285	2,929.58	.....	.....	8.00
Windward Islands.....	279	5,314.66	1,566	51,485.14	1	10.00	60.40
Japanese.....	536	11,247.64	1,098	22,217.89	4	95.75	129.35
Cape Colony.....	53	688.08	270	4,235.37	.....	.....	9.10
Hawaiian.....	245	4,734.28	2,209	29,666.30	.....	.....	56.87
Queensland.....	53	1,288.78	453	7,369.13	.....	.....	14.40
Leeward Islands.....	96	1,434.05	303	8,751.81	.....	1.00	18.10
Norwegian.....	19,235	421,703.94	1,223	28,704.69	18	184.05	4,765.05
Netherlands.....	2,764	31,562.96	1,381	25,554.60	7	106.10	441.00
Danish.....	5,477	91,683.07	1,582	40,270.71	14	101.18	1,099.60
Total.....	824,427	12,289,516.67	261,679	4,490,728.23	2,521	33,520.04	151,845.60

*Statistics of international money-order business—Continued.*

Country.	Amount of increase or decrease in orders issued as compared with 1887-'88.	Percent- age of in- crease or decrease in issues.	Amount of increase or decrease in orders paid as compared with 1887-'88.	Percent- age of in- crease or decrease in payments.	Amount of in- crease or de- crease in fees received as compared with 1887-'88.	Percent- age of in- crease or decrease in fees.
Canada.....	*\$23,983.85	*1.84	\$109,873.50	8.39	*\$205.70	*1.31
Great Britain.....	290,611.20	6.02	124,644.53	16.95	3,889.85	6.31
Germany.....	53,451.58	2.03	*11,284.73	*.81	859.85	2.59
Switzerland.....	41,514.94	7.48	4,167.92	2.06	594.55	9.06
Italy.....	51,947.43	5.98	17,191.39	47.88	547.30	5.89
France.....	31,921.23	13.83	5,809.76	7.25	369.10	13.46
Jamaica.....	*143.89	*5.29	17,940.95	27.72	*1.00	*.03
New Zealand.....	4,223.41	50.14	*5,234.89	*21.54	45.40	46.42
New South Wales.....	*1,355.81	*12.83	1,802.79	6.66	*16.20	*13.58
Victoria.....	*388.59	*5.21	1,398.68	7.31	*8.10	*9.28
Belgium.....	7,718.05	11.94	*4,117.22	*11.62	93.65	18.55
Portugal.....	3,212.43	45.00	*2,844.61	*20.07	34.00	40.94
Sweden.....	264,054.81	55.03	21,541.40	40.74	3,069.55	55.09
Tasmania.....	381.74	78.48	*215.64	*8.88	3.70	71.15
Windward Islands.....	1,788.48	50.72	*5,138.79	*9.07	18.20	13.13
Japan.....	2,654.57	30.69	2,862.09	14.79	33.39	34.67
Cape Colony.....	311.45	*31.13	793.75	23.06	*3.00	*24.79
Hawaii.....	223.99	5.01	3,981.51	15.50	3.15	5.86
Queensland.....	206.86	19.12	2,241.20	43.70	1.00	7.46
Leeward Islands.....	730.39	103.79	4,331.58	97.99	8.40	86.60
Norway.....	190,203.69	57.01	7,819.34	37.44	2,207.50	81.64
Netherlands.....	3,641.49	13.04	2,075.37	15.18	60.85	16.04
Denmark.....	58,357.02	175.11	23,702.34	143.06	705.05	178.68

\* Decrease. Each amount not marked with an asterisk (\*) represents an increase.

The first of the foregoing tables shows:

(1) An increase of 64,791, or 8.53 per cent., in the number of international money-orders issued; and of 24,461, or 10.20 per cent., in the number of such orders paid and repaid.

(2) An increase of \$986,646.62, or 8.74 per cent., in the amount of international orders issued; and of \$316,812.65, or 7.53 per cent., in the amount of such orders paid and repaid.

(3) An increase of \$12,334.50, or 8.84 per cent., in the amount of fees received.

The average amount of the international orders issued in the United States was \$14.89, or 2 cents greater than the average amount of such orders issued the preceding year; and the average fee received therefor was 18.42 cents, being .05 of a cent greater than the average fee received in 1887-'88.

The increase in the total volume of international money-order business compared with the business of the preceding year, including orders issued, paid, and repaid, amounted to \$1,303,459.27, or 8.41 per cent. The number of transactions exceeded by 89,252, or 8.93 per cent., those of the previous year.

It will be observed upon an examination of the above tables that the aggregate amount of money-orders issued in the United States for payment in European countries largely exceeds the amount of money-orders issued in those countries for payment here. The balances thus created against the United States are paid by means of bills of exchange purchased from the lowest bidders among reliable banking-houses in the city of New York by the postmaster thereat, under regulations fixed by this Department. Each of these bills is made payable in the money of the creditor country at its capital or chief commercial city and is drawn to the order of the Postmaster-General of the United States, by whom it is indorsed to the chief of the foreign postal administration to which the amount is due. The total amount of bills of

exchange bought for this purpose during the last fiscal year was \$7,798,938.37.

During the year there were issued by this office in lieu of lost international money-orders payable in this country 1,047 duplicate money-orders.

There were also issued by this office 2,685 authorizations for repayment of international money-orders drawn in this country, payment of which had not yet been made to the respective payees abroad; and the various foreign postal administrations were authorized by this Department to repay to the remitters 2,407 money-orders, the amounts of which were not paid to the respective payees in the United States. A table (F) showing the number of such repayments, arranged according to nationality, will be found in the Appendix.

#### REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

The gross revenue from the respective international systems for the last fiscal year is reported by the Auditor for this Department to be as follows:

From the Canadian business.....	\$15,128.74	From the Cape Colony business.....	\$32.20
From the British business.....	27,881.39	From the Hawaiian business.....	297.26
From the German business.....	39,458.72	From the Queensland business.....	53.13
From the Swiss business.....	12,620.86	From the Leeward Islands business...	59.05
From the Italian business.....	24,799.07	From the Netherlands business.....	421.82
From the French business.....	5,290.88	From the Danish business.....	223.15
From the Jamaican business.....	489.02		
From the New Zealand business.....	106.73	Total.....	128,922.21
From the New South Wales business.....	231.41	Loss from Swedish business. \$1,737.22	
From the Victorian business.....	208.73	Loss from Norwegian business.....	1,254.33
From the Belgian business.....	950.36		2,991.55
From the Portuguese business.....	67.13		
From the Tasmanian business.....	23.10	Total international revenue.....	125,830.66
From the Windward Islands business.....	296.06		
From the Japanese business.....	193.31		

#### POST-OFFICE INSPECTORS PAID OUT OF MONEY-ORDER PROCEEDS.

Under the provisions of section 4020 of the Revised Statutes of the United States, post-office inspectors employed in the money-order service are paid out of the proceeds of the money-order business. The Chief Post-Office Inspector reports that the salaries, per diem allowances, and expenses of 15 inspectors were so paid during the last fiscal year, making a total expenditure of \$41,931.27, the greater part of which amount is chargeable to the domestic money-order business, and the residue to the international money-order business and to the postal-note business.

#### GENERAL FINANCIAL RESULTS.

The domestic and international money-orders and the postal-notes issued during the last fiscal year numbered in all 17,757,287, and amounted to \$139,444,553.19, while the payments and repayments numbered 17,180,197, and amounted to \$131,884,232.91. The aggregate amount of the fees received from the public was \$1,289,830.92. Compared with the total volume of business transacted the previous year these figures show:

(1) An increase of 370,438, or 2.13 per cent., in the total number of issues, and of 363,425, or 2.16 per cent., in the total number of payments and repayments.

(2) A decrease of \$3,632,840.88, or 2.54 per cent., in the aggregate amount of the issues, and of \$4,171,429.51, or 3.07 per cent., in the aggregate amount of the payments and repayments.

(3) An increase of \$3,017.02, or 0.23 per cent., in the gross amount of fees received.

In accordance with section 4050 of the Revised Statutes, the amounts named in the following tabular statement, being the total revenue, as reported quarterly by the Auditor from the money-order and postal-note business, were deposited, as there stated, with the Assistant Treasurer of the United States at New York, N. Y., to the credit of the Treasurer of the United States for the service of the Post-Office Department:

Quarter ended—	Amount.	Deposited.
September 30, 1888.....	\$178, 631. 61	March 1, 1889.
December 31, 1888.....	225, 979. 10	June 25, 1889.
March 31, 1889.....	198, 899. 82	October 15, 1889.
June 30, 1889.....	184, 294. 28	November 12, 1889.
Total.....	787, 804. 81	

During the year, however, the following expenses, which are justly chargeable to the money-order business, have been defrayed out of appropriations made by Congress:

Salaries to fifty-one employes in the Superintendent's office.....	\$65, 680. 00
Salaries to the employes in the money-order division of the Auditor's office.....	233, 586. 56
Stationery furnished for use in the Superintendent's office.....	715. 64
Books, blanks, printing and stationery furnished for use in the money-order division of the Auditor's office.....	8, 469. 40
One-half of salaries of employes in the money-order buildings, under the supervision of the Superintendent of the Post-office Department building.....	5, 080. 00
One-half rent of the money-order building.....	4, 000. 00
Estimated cost of furniture and miscellaneous expenses of the 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 said building.....	8, 100. 00
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, 1836, have been paid since July 1, 1888, 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.....	463, 801. 94
Total.....	795, 933. 54

This total of expenses paid out of appropriations exceeds the amount of gross revenue deposited as above stated, to wit, \$787,804.81, by \$8,128.73, the latter sum representing a deficit of net revenue from the entire business of the year.

This deficit may be ascribed chiefly to two causes: to the decrease in the amount of fees on domestic money-orders consequent on the sale of a larger proportion than usual of small orders, and to the prevalence of adverse rates in the purchase of exchange for the payment, as previously explained, of balances due the postal administrations of several countries, notably Great Britain, Sweden, and Norway. The loss on bills of exchange purchased from time to time to pay balances due Great Britain on money-order account during the year was \$11,323.07. The reverse of this has been the case in former years, and may occur during the current year, in the adjustment of balances with the postal administration of that country. For example, during the fiscal year 1888 a gain accrued in the purchase of sterling bills to pay balances that became due Great Britain of \$7,563.36. But the average rate paid by this Department for Scandinavian bills of exchange,



since the direct exchange of money-orders went into operation, between the United States on the one hand, and Sweden, Norway and Denmark on the other, has been 27.06 cents for the krona (crown), the monetary unit of Scandinavian countries. This rate is higher than that prescribed by the respective money-order conventions with those countries for the conversion of United States money into Scandinavian money in the issue and payment of international money-orders. The latter rate is based upon the United States Treasury valuation of the Scandinavian krona, namely, 26.8 cents; so that this Department has been subjected to a constant loss in the purchase of bills of exchange to pay balances due on money-order account to the Scandinavian countries.

This loss amounted during the last fiscal year to \$6,649.22 on bills of exchange payable in Sweden; \$3,930.93 on bills payable in Norway; \$552.93 on bills payable in Denmark; or \$11,133.08 in all.

Under these circumstances I beg leave to recommend that steps be taken to arrange with the postal administrations of Sweden, Norway, and Denmark, respectively, for a change of the common rate of conversion in question from its present standard to one approximating more nearly the average rate which this Department is compelled to pay for bills of exchange sent to Scandinavian countries in settlement of balances.

I venture also to recommend the adoption of measures in accordance with the suggestion made in my annual report for the year ended June 30, 1886, as follows:

I am convinced by experience and observation that the facilities afforded by the money-order system are not as well known as they should be in the smaller towns. The Department heretofore has made no effort to bring this system to the notice of the public further than to place in every money-order post-office a placard containing a brief announcement of the fact that money-orders might be obtained thereat. I believe that in the interest of that class of people in the smaller towns and cities who have occasion to make remittances by mail, and with the object of preventing, as far as possible, the transmission of money in letters, it would be both expedient and profitable to advertise the system in such localities by means of circulars distributed through the agency of the postmasters, whose services for this purpose could be readily enlisted, because the anticipated increase of business occasioned by the distribution of the advertisements would increase their commissions for the clerical work of issuing and paying the orders. The expense of printing a sufficient supply of circulars would not, in my opinion, exceed \$2,500, and such expense could be defrayed from the proceeds of the money-order business.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,  
*Superintendent of the Money-Order System.*

Hon. JOHN WANAMAKER,  
*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, 1889.**

Fiscal year ended—	Number of money-order offices in operation,	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865	419	\$1,360,122.52	\$1,313,577.08	\$11,536.40	\$18,584.37	\$7,047.97	.....
June 30, 1866	760	3,977,259.28	3,903,890.22	35,803.06	28,664.27	.....	\$7,138.79
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	16,118,557.03	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	194,981.60	.....	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	57,516,216.09	57,295,012.27	354,816.66	286,232.66	.....	68,584.00
June 30, 1874	3,404	74,424,854.71	74,210,156.25	462,238.54	337,040.42	.....	125,198.12
June 30, 1875	3,401	77,431,251.58	77,261,690.75	494,717.27	374,575.18	.....	120,142.09
June 30, 1876	3,697	77,035,972.78	77,106,358.85	647,021.32	459,250.68	.....	190,770.64
June 30, 1877	3,686	72,820,509.70	72,908,475.25	624,409.66	534,478.47	.....	99,931.19
June 30, 1878	4,143	81,442,364.87	81,279,910.80	716,038.98	513,686.61	.....	202,352.37
June 30, 1879	4,512	88,254,641.02	88,066,200.70	799,347.09	575,286.32	.....	223,060.77
June 30, 1880	4,829	100,352,818.83	100,165,982.78	917,091.58	659,516.50	.....	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	791,193.75	.....	311,704.67
June 30, 1884	6,310	122,121,261.98	121,871,081.80	930,479.39	702,603.80	.....	247,875.59
June 30, 1885	7,056	117,858,921.27	117,996,205.06	925,125.93	681,150.06	.....	244,974.87
June 30, 1886	7,357	117,819,521.21	118,885,463.04	922,781.97	689,758.38	.....	233,023.59
June 30, 1887	7,853	117,462,660.89	117,264,026.66	914,076.57	492,458.59	.....	511,617.98
June 30, 1888	8,241	119,649,064.98	119,743,345.25	947,316.56	406,043.79	.....	541,272.77
June 30, 1889	8,727	115,081,845.79	115,281,906.94	933,607.50	399,856.65	.....	533,964.70
Total	.....	1,851,423,662.55	1,849,509,509.78	.....	.....	.....	.....

**B.—Statement of duplicate money-orders issued by the Department during the fiscal year ended June 30, 1889.**

	Number.	Remarks.
I.—In lieu of money-orders lost in transit.....	20,634	Being 399 less than during 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.	64	Being 4 more than during preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.	260	Being 75 more than during preceding year.
IV.—In lieu of money-orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	53	Being 24 less than during 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.	35	Being 8 more than during 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.	289	Being 15 more than during preceding year.
Total .....	21,335	Being 321 less than during preceding year.
Duplicate postal-notes issued during the same year...	8,083	Being 1,647 more than during preceding year.

**C.—Statement of money-order funds lost in transmission through the mails, or otherwise, during the fiscal year ended June 30, 1889.**

Summary.	Number of cases.	Amount.	Total amount.
I.—Whole number of cases of lost remittances reported and referred to Assistant Attorney General for the Post-Office Department.....	99		\$5,722.88
(a) Cases which occurred prior to July 1, 1888.....	2	\$323.00	
(b) Cases which occurred after June 30, 1888.....	97	5,399.88	
Total.....	99		\$5,722.88

**I.—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 July 1, 1888.</i>			Epworth, Iowa.....	Mar. 13, 1889	\$9.00
Quinnemont, W. Va.....	Sept. 17, 1881	\$160.00	Wilkesborough, N. C.....	Mar. 8, 1889	25.00
Fort Stanton, N. Mex.....	Apr. 10, 1886	166.00	Toledo, Kans.....	Apr. 25, 1889	20.00
2 cases.....		326.00	Pittsborough, Miss.....	Mar. 26, 1889	143.00
<i>(b) Cases which occurred after June 30, 1888.</i>			Pittsfield, Mass.....	Mar. 27, 1889	31.00
Sterling, Nebr.....	Aug. 3, 1888	36.00	Pittsford, Mich.....	Feb. 9, 1889	73.00
Haynesville, La.....	Aug. 20, 1888	35.00	Dublin, Tex.....	Apr. 20, 1889	26.00
Do.....	Aug. 30, 1888	10.00	Goodland, Kans.....	Feb. 15, 1889	39.00
Hillsville, Va.....	Aug. 23, 1888	206.00	Hallettsville, Tex.....	Apr. 20, 1889	67.00
Allison, Iowa.....	Sept. 11, 1888	51.79	Decatur, Tex.....	Apr. 19, 1889	105.00
Homer, La.....	Sept. 12, 1888	5.30	Eagle Lake, Tex.....	Apr. 20, 1889	112.00
Do.....	Sept. 12, 1888	2.79	Elk City, Kans.....	May 13, 1889	51.00
Vanlue, Ohio.....	Aug. 29, 1888	13.00	Do.....	May 14, 1889	45.00
Oroville, Cal.....	Sept. 15, 1888	100.00	Do.....	May 15, 1889	30.00
Alto, Tex.....	Oct. 11, 1888	147.00	Pulceifer, Wis.....	Apr. 4, 1889	78.00
Beaumont, Tex.....	do	330.00	Shive, Tex.....	Apr. 17, 1889	5.00
Grantsburgh, Wis.....	Sept. 15, 1888	10.00	Walthall, Miss.....	Jan. 10, 1889	267.00
Lundy's Lane, Pa.....	Oct. 4, 1888	14.00	Fredonia, Kans.....	May 15, 1889	79.00
Liberty, Tex.....	do	30.00	Iola, Kans.....	May 20, 1889	105.00
Woodville, Tex.....	Oct. 11, 1888	12.00	Moline, Kans.....	May 13, 1889	11.00
Ellinger, Tex.....	do	23.00	Do.....	May 14, 1889	22.00
Murray, Idaho.....	Sept. 6, 1888	80.00	Do.....	May 15, 1889	24.00
Randolph, Kans.....	Aug. 11, 1888	46.00	Do.....	May 16, 1889	7.00
Brownsville, Tex.....	Oct. 25, 1888	17.00	Do.....	May 17, 1889	1.00
Matagorda, Tex.....	Oct. 8, 1888	287.00	Do.....	May 18, 1889	11.00
Overbrook, Kans.....	Oct. 29, 1888	50.00	Sedgwick, Kans.....	May 15, 1889	70.00
Hempstead, Tex.....	Oct. 11, 1888	360.00	Phillipsburgh, Kans.....	May 14, 1889	88.00
Brenham, Tex.....	Nov. 6, 1888	4.00	Delpbos, Kans.....	May 18, 1889	46.00
Flatonia, Tex.....	Oct. 11, 1888	200.00	Pomona, Kans.....	May 14, 1889	30.00
Belpro, Kans.....	Nov. 16, 1888	10.00	Do.....	May 16, 1889	57.00
Cuero, Tex.....	Oct. 11, 1888	178.00	Do.....	May 17, 1889	11.00
Marshall, Ark.....	Nov. 15, 1888	40.00	Monroeville, Ala.....	Feb. 14, 1889	71.00
Do.....	Nov. 22, 1888	5.00	Do.....	Feb. 15, 1889	114.00
Do.....	do	40.00	Howard, Kans.....	May 14, 1889	12.00
Stockbridge, Wis.....	Nov. 27, 1888	22.00	Do.....	May 18, 1889	35.00
Garden Plain, Kans.....	Sept. 27, 1888	20.00	Mound Valley, Kans.....	May 13, 1889	59.00
Ewing, Nebr.....	Nov. 26, 1888	20.00	Do.....	May 14, 1889	21.00
Spangle, Wash.....	Nov. 29, 1888	205.00	Do.....	May 15, 1889	35.00
West, Miss.....	Dec. 18, 1888	20.00	Do.....	May 16, 1889	11.00
Ada, Minn.....	Dec. 17, 1888	29.00	Blum, Tex.....	Apr. 18, 1889	1.00
Do Soto, Kans.....	Dec. 22, 1888	610.00	Union Station, Ohio.....	May 22, 1889	22.00
Whitesburgh, Tenn.....	Nov. 22, 1888	c2.00	Valdosta, Ga.....	June 18, 1889	60.00
Ashland, Mass.....	Jan. 2, 1889	128.00	Boston, Ga.....	June 18, 1889	32.00
Stanberry, Mo.....	Dec. 31, 1888	80.00	Argyle, Wis.....	May 14, 1889	3.00
Spencer, Dak.....	Dec. 27, 1888	9.00	Plainsville, Kans.....	May 13, 1889	10.00
Havensville, Kans.....	Jan. 10, 1889	d10.00	Do.....	May 14, 1889	18.00
Barlitt, Tex.....	Dec. 27, 1888	179.00	Do.....	May 15, 1889	8.00
Tell City, Ind.....	Feb. 2, 1889	150.00	Do.....	May 16, 1889	3.00
Iuka, Miss.....	Feb. 7, 1889	20.00	Do.....	May 17, 1889	30.00
Vienna, Ga.....	Feb. 1, 1889	10.00	La Grange, Tex.....	June 30, 1889	29.00
Pima, Ariz.....	Dec. 24, 1888	3.00	Stone's Prairie, Ill.....	Apr. 2, 1889	5.00
			97 cases.....		5,399.88
			Total, 99 cases.....		\$5,722.88

a Part of \$87.  
b Part of \$77.

c Part of \$19.  
d Part of \$156.

e Part of \$71.  
f Part of \$3.

g Part of \$7.

**D.—Statement of money-orders improperly paid on a forged signature, or otherwise, during the fiscal year ended June 30, 1889.**

Summary.	Number of cases.		Amount.	Total amount.
Whole number of orders improperly paid.....	97	153	\$2,633.20	\$3,847.26
(a) Orders issued prior to July 1, 1888.....	56		1,214.00	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889.....	19		693.11	
I. Recovered.....	9	22	274.65	
(a) Orders issued prior to July 1, 1888.....	10		418.46	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889.....	17		256.92	
II. Paid to the proper payee.....	5	32	39.50	296.42
(a) Orders issued prior to July 1, 1888.....	16		381.36	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889.....	16		225.70	
III. Charged to paying postmaster.....	3		63.96	
(a) Orders issued prior to July 1, 1888.....	2		38.96	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889.....	1		25.00	
IV. Charged to Department.....	3		162.00	
(a) Orders issued prior to July 1, 1888.....	53		1,681.31	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889.....	21		243.40	
V. Charged to payee of order.....	74		2,024.71	
(a) Orders issued prior to July 1, 1888.....	153		3,847.26	
(b) Orders issued after June 30, 1888, and prior to July 1, 1889.....				
VI. Unsettled.....				
(a) Orders issued prior to July 1, 1888.....				
(b) Orders issued after June 30, 1888, and prior to July 1, 1889.....				
Total.....				

**I.—RECOVERED.**

**(a) Orders issued prior to July 1, 1888.**

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
5300	Louisville.....	Nebr.	Jan. 20, 1887	Kansas City.....	Mo.	Jan. 21, 1887	\$100.00
2883	El Dorado.....	Ill.	Dec. 30, 1887	Trinidad.....	Colo.	Jan. 9, 1888	10.00
45360	San Francisco.....	Cal.	Mar. 14, 1888	Newark.....	N. J.	Apr. 16, 1888	20.00
85552	Chicago.....	Ill.	Dec. 3, 1887	Detroit.....	Mich.	Dec. 5, 1887	26.85
18	Nashville.....	Tenn.	Feb. 15, 1888	Kansas City.....	Mo.	Feb. 24, 1888	6.00
39236	Trinidad.....	Colo.	May 23, 1888	San Angelo.....	Tex.	July 2, 1888	10.00
8029	New York.....	N. Y.	Mar. 24, 1888	Brooklyn.....	N. Y.	Apr. 2, 1888	37.31
B. 2292	London.....	Eng.	July 6, 1887	Bismarck.....	Dak.	Aug. 18, 1887	14.49
94442	San Francisco.....	Cal.	Dec. 17, 1887	Giddings.....	Tex.	Jan. 25, 1888	50.00
	9 cases.....						274.65

**(b) Orders issued after June 30, 1888.**

16641	New Haven.....	Conn.	Aug. 4, 1888	Chicago.....	Ill.	Sept. 7, 1888	\$25.00
7854	La Junta.....	Colo.	Sept. 20, 1888	Denver.....	Colo.	Sept. 28, 1888	12.76
29167	Silver City.....	Idaho.	Sept. 26, 1888	Portland.....	Oregon	Oct. 24, 1888	100.00
29168	do.....	do	do	do.....	do	do	100.00
G. 76453	New York.....	N. Y.	Nov. 4, 1888	St. Paul.....	Minn.	do	50.00
G. 76454	do.....	do	do	do.....	do	do	50.00
G. 76455	do.....	do	do	do.....	do	do	16.00
33243	Independence.....	Mo.	Aug. 28, 1888	St. Louis.....	Mo.	Dec. 20, 1888	38.90
34856	Shenandoah.....	Pa.	Sept. 8, 1888	Buffalo.....	N. Y.	Sept. 12, 1888	15.00
80015	Chicago.....	Ill.	Sept. 28, 1888	Peoria.....	Ill.	Sept. 29, 1888	10.80
	10 cases.....						418.46
	Total, 19 cases.....						693.11

## D.—Statement of money-orders improperly paid on a forged signature, etc.—Continued.

## II.—PAID TO PROPER PAYEE.

(a) Orders issued prior to July 1, 1888.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
G. 93044	New York.....	N. Y.	Mar. 9, 1885	New York.....	N. Y.	Mar. 13, 1885	\$3.47
10486	Abilene.....	Tex.	Dec. 27, 1887	Galveston.....	Tex.	Jan. 7, 1888	25.00
23701	Troy.....	N. Y.	Jan. 27, 1887	Amsterdam.....	N. Y.	Jan. 28, 1887	5.00
107	St. Anthony Park.	Minn.	Nov. 16, 1887	Grand Rapids..	Mich.	Nov. 19, 1887	14.50
24260	Clifton Springs..	N. Y.	Apr. 14, 1888	Cantfield.....	Ohio	Apr. 30, 1888	1.00
73809	Los Angeles.....	Cal.	Jan. 4, 1884	Carroll.....	Iowa	Jan. 24, 1884	25.00
29031	Ennis.....	Tex.	Feb. 27, 1888	Mexia.....	Tex.	Feb. 29, 1888	15.00
2521	San Francisco..	Cal.	Apr. 5, 1888	Virginia City..	Nev.	Apr. 9, 1888	38.00
592	Burns.....	Kans.	do	Pasadena.....	Cal.	May 1, 1888	30.00
21360	Mexia.....	Tex.	Jan. 7, 1888	Corsicana.....	Tex.	Jan. 11, 1888	10.00
57676	Pueblo.....	Colo.	Mar. 28, 1888	Denver.....	Colo.	Mar. 30, 1888	9.00
2832	Bedford.....	Ohio	Mar. 26, 1888	Delphos.....	Ohio	Mar. 27, 1888	5.00
64723	Palestine.....	Tex.	May 7, 1888	Tully.....	N. Y.	June 4, 1888	2.00
54922	Middletown.....	Conn.	May 29, 1888	Hartford.....	Conn.	May 30, 1888	7.00
1123	Portland.....	Dak.	Oct. 13, 1887	Red Lake Falls.	Minn.	Oct. 25, 1887	40.00
22224	South St. Louis Station, St. Louis.	Mo.	Dec. 24, 1887	Johnstown.....	Pa.	.....	20.00
18849	Florence.....	Kans.	Jan. 14, 1888	Lyons.....	Kans.	Jan. 16, 1888	1.95
	17 cases.....						256.92

(b) Orders issued after June 30, 1888.

31097	Bethlehem.....	Pa.	Aug. 2, 1888	New York.....	N. Y.	Aug. 6, 1888	\$7.00
51450	Renovo.....	do	Jan. 19, 1889	do.....	do	Jan. 23, 1889	10.00
67	Worthington.....	Ind.	Mar. 12, 1880	Indianapolis.....	Ind.	Mar. 12, 1889	.....
85388	Joliet.....	Ill.	Apr. 24, 1889	New York.....	N. Y.	May 8, 1889	9.00
4269	Mine La Motte.....	Mo.	May 29, 1889	Denver.....	Colo.	June 12, 1889	13.50
	5 cases.....						39.50
	Total, 22 cases.....						296.42

## III.—CHARGED TO PAYING POSTMASTER.

(a) Orders issued prior to July 1, 1888.

30532	Waukegan.....	Minn.	Aug. 6, 1887	Red Lake Falls.	Minn.	Aug. 18, 1887	\$10.00
36765	Port Gibson.....	Miss.	Jan. 4, 1888	Dallas.....	Tex.	Jan. 23, 1888	75.00
29039	Great Bend.....	Kans.	July 30, 1887	Chattanooga.....	Tenn.	Aug. 23, 1887	9.00
23902	Aspen.....	Colo.	July 19, 1887	Springfield.....	Mo.	Aug. 1, 1887	25.00
720	Augusta.....	Mont.	Dec. 14, 1887	Helena.....	Mont.	Dec. 16, 1887	75.00
38074	Gallion.....	Ohio	Feb. 6, 1888	Lima.....	Ohio	Feb. 8, 1888	10.00
12430	Fort Recovery.....	do	Mar. 5, 1888	Cincinnati.....	do	Mar. 7, 1888	30.00
18081	Brownstown.....	Ind.	Feb. 16, 1888	do.....	do	Mar. 15, 1888	19.86
4495	St. Helena.....	Nebr.	Feb. 10, 1888	Des Moines.....	Iowa	Feb. 13, 1888	31.25
28117	Centerville.....	Iowa	May 29, 1888	Vinton.....	do	May 31, 1888	5.00
Can. 9579	Courtright.....	Ont.	June 2, 1888	Detroit.....	Mich.	June 5, 1888	50.00
8379	Wichita Falls.....	Tex.	May 19, 1888	Denver.....	Colo.	May 31, 1888	8.25
84076	Springfield.....	Mo.	Mar. 23, 1888	Los Angeles.....	Cal.	Apr. 3, 1888	10.00
7351	New Hampton.....	Iowa	Mar. 15, 1888	Minneapolis.....	Minn.	Mar. 17, 1888	5.00
20199	Denver.....	Colo.	May 11, 1888	Pueblo.....	Colo.	May 12, 1888	10.00
6877	Rockwell.....	Iowa	May 22, 1888	Omaha.....	Nebr.	May 26, 1888	8.00
	16 cases.....						381.26

D.—Statement of money-orders improperly paid on a forged signature, etc.—Continued.

## III.—CHARGED TO PAYING POSTMASTER—Continued.

(b) Orders issued after June 30, 1888.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
1791	Tin Cup .....	Colo.	July 13, 1888	Hot Springs .....	Ark.	July 19, 1888	\$30.00
5903	Palmer .....	Ill.	Aug. 21, 1888	Springfield .....	Ill.	Aug. 22, 1888	7.50
61897	Pueblo .....	Colo.	Oct. 6, 1888	Topeka .....	Kans.	Nov. 1, 1888	5.00
24623	State Centre .....	Iowa.	Oct. 16, 1888	Marion .....	Ind.	Oct. 17, 1888	15.00
3787	Deceatur .....	Tex.	Nov. 15, 1888	Dallas .....	Tex.	Nov. 20, 1888	30.00
4100	New York .....	N. Y.	.....	New York .....	N. Y.	Oct. 30, 1888	2.44
14133	do .....	do	.....	do .....	do	Oct. 31, 1888	1.22
14295	do .....	do	.....	do .....	do	do	2.44
18459	Cleveland .....	Ohio	Sept. 11, 1888	Toledo .....	Ohio	Sept. 12, 1888	30.00
88267	Lockport .....	N. Y.	Oct. 9, 1888	Little Falls .....	N. Y.	Oct. 12, 1888	10.00
10861	Toledo .....	Ohio	Dec. 29, 1888	San Francisco .....	Cal.	Jan. 3, 1889	20.00
81168	Meridan .....	Conn.	Aug. 21, 1888	Fort Madison .....	Iowa.	Sept. 26, 1888	10.00
65726	Manistee .....	Mich.	Aug. 7, 1888	Kewaunee .....	Wis.	Aug. 9, 1888	5.00
8294	Mansfield .....	Pa.	July 27, 1888	Olean .....	N. Y.	Aug. 1, 1888	10.00
32416	Gonzales .....	Tex.	Apr. 9, 1889	Comfort .....	Tex.	Apr. 18, 1889	22.10
257	Blackville .....	S. C.	Jan. 11, 1889	Baltimore .....	Md.	Feb. 9, 1889	25.00
	16 cases .....						225.70
	Total, 32 cases .....						607.06

## IV.—CHARGED TO DEPARTMENT.

(a) Orders issued prior to July 1, 1888.

B. 4444	Glasgow .....	Soot	June 2, 1888	Philadelphia .....	Pa.	July 21, 1888	\$14.81
B. 850	Ordsall .....	Eng.	Jan. 17, 1888	Kansas City .....	Mo.	May 8, 1889	24.85
	2 cases .....						88.96

(b) Orders issued after June 30, 1888.

30877	Spokane Falls ..	Wash.	Nov. 23, 1888	Black River Falls ..	Wis.	Nov. 30, 1888	\$25.00
	1 case .....						25.00
	Total, 3 cases .....						68.96

## V.—CHARGED TO PAYEE OF ORDER.

(b) Orders issued after June 30, 1888.

Dan. 1203	New York .....	N. Y.	Nov. 7, 1888	Tacoma .....	Wash.	Dec. 3, 1888	\$50.00
18930	Bristol .....	R. I.	Dec. 10, 1888	San Francisco ..	Cal.	Dec. 19, 1888	100.00
84441	Pulaski .....	Tenn.	Oct. 22, 1888	Nashville .....	Tenn.	Oct. 24, 1888	12.00
	Total, 3 cases .....						162.00

## VI.—UNSETTLED.

(a) Orders issued prior to July 1, 1888.

Can. 4450	Dundalk .....	Ont.	Apr. 11, 1877	Louisville .....	Ky.	Apr. 18, 1877	\$42.35
Can. 4451	do .....	Ont.	do	do .....	Ky.	do	43.35
Can. 4452	do .....	Ont.	do	do .....	Ky.	do	30.50
16092	Bodie .....	Cal.	Dec. 21, 1883	Virginia City .....	Nev.	Dec. 22, 1883	11.00
Can. 4453	Port Arthur .....	Ont.	Nov. 6, 1883	Port Huron .....	Mich.	Nov. 17, 1883	25.00
12340	Chestertown .....	Md.	June 14, 1882	Buffalo .....	N. Y.	July 21, 1882	20.00
11087	Lawler .....	Iowa.	July 7, 1884	Jersey City .....	N. J.	July 11, 1884	30.00
966	Morton .....	Ill.	Jan. 10, 1885	Chicago .....	Ill.	Feb. 6, 1885	16.00
743	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.	do	do .....	N. Y.	do	28.62
41183	Cedar Falls .....	Iowa.	June 1, 1886	Kimball .....	Dak.	June 7, 1886	6.00
9300	Clinton .....	Ky.	Oct. 31, 1888	Frankfort .....	Ky.	Nov. 2, 1888	1.90
3068	Angus .....	Iowa.	June 22, 1886	Poplar Bluff .....	Mo.	Aug. 2, 1886	9.90
81502	Station C., Washington.	D. C.	Aug. 25, 1886	Atlantic City .....	N. J.	Aug. 26, 1886	10.00

## D.—Statement of money-orders improperly paid on a forged signature, &amp;c.—Continued.

## VI.—UNSETTLED—Continued.

## (a) Orders issued prior to July 1, 1888—Continued.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
87096	Boulder .....	Colo.	July 23, 1886	Denver .....	Colo.	July 30, 1886	\$4.75
16940	Silverton .....	Colo.	Feb. 24, 1886	Durango .....	Colo.	.....	9.00
15606	Ennis .....	Tex.	Feb. 8, 1883	Coleman .....	Tex.	Feb. 13, 1883	50.00
10971	Boston .....	Mass.	Aug. 15, 1887	New Brunswick	N. J.	Aug. 17, 1887	50.00
19607	Woodland .....	Cal.	Feb. 21, 1887	Sacramento .....	Cal.	Feb. 21, 1887	100.00
68375	Key West .....	Fla.	Nov. 5, 1886	Monticello .....	N. Y.	Dec. 20, 1886	10.00
17221	New York .....	N. Y.	Aug. 28, 1885	North Division Station, Chicago.	Ill.	Apr. 14, 1886	18.00
10601	Rockwood .....	Tenn.	May 12, 1887	Chattanooga .....	Tenn.	May 17, 1887	2.25
G. 76007	New York .....	N. Y.	Nov. 15, 1886	New York .....	N. Y.	Dec. 10, 1886	22.41
92035	do .....	do	May 12, 1887	Philadelphia .....	Pa.	May 13, 1887	10.00
41600	Danville .....	Va.	Sept. 5, 1887	Winston .....	N. C.	Sept. 6, 1887	5.15
42763	Station L, New York.	N. Y.	.....	Rochester .....	N. Y.	.....	13.00
68863	Leadville .....	Colo.	Aug. 6, 1887	Pittsburg .....	Pa.	Aug. 18, 1887	20.00
73949	Philadelphia .....	Pa.	Feb. 4, 1888	Columbia .....	Tenn.	Feb. 7, 1888	100.00
975	Glendale .....	Mont.	June 10, 1884	Butte City .....	Mont.	June 19, 1884	20.00
7149	New York .....	N. Y.	July 30, 1887	New York .....	N. Y.	Aug. 2, 1887	362.53
7150							
7151							
7152							
7153							
7154							
82212	Shreveport .....	La.	May 14, 1888	Bastrop .....	Tex.	June 15, 1888	5.00
89570	do .....	do	June 2, 1888	do .....	do	July 6, 1888	5.00
L. 4362	West Chester .....	Pa.	July 3, 1888	New York .....	N. Y.	July 5, 1888	32.16
6885	Burnet .....	Tex.	June 19, 1888	El Paso .....	Tex.	June 22, 1888	30.00
21291	Sacramento .....	Cal.	Apr. 4, 1887	San Francisco .....	Cal.	Apr. 6, 1887	62.00
34343	do .....	do	Apr. 21, 1888	do .....	do	Apr. 25, 1888	70.00
84765	do .....	do	May 4, 1888	do .....	do	May 7, 1888	100.00
35403	do .....	do	May 26, 1888	do .....	do	May 29, 1888	60.00
8796	Lander .....	Wyo.	Dec. 9, 1887	Pittsburgh .....	Pa.	Dec. 15, 1887	8.50
67392	Station F, New York.	N. Y.	June 15, 1888	Dallas .....	Tex.	Sept. 22, 1888	60.00
7207	Moline .....	Ill.	May 8, 1888	Chicago .....	Ill.	May 12, 1888	3.55
43066	San Diego .....	Cal.	May 2, 1887	San Luis Obispo.	Cal.	May 13, 1887	5.00
4158	Whitcomb .....	Wash.	June 22, 1888	Seattle .....	Wash.	June 26, 1888	45.00
G. 81596	Berlin .....	Wis.	Dec. 9, 1887	Osteroode, Ost-Preussen.	.....	.....	5.00
53 cases .....							1,681.81

## (b) Orders issued after June 30, 1888.

28860	Williamsburgh Sta., Brooklyn.	N. Y.	Dec. 26, 1888	Cedar Rapids .....	Iowa.	Dec. 28, 1888	\$15.00
1027	Dripping Springs	Tex.	July 7, 1888	Dallas .....	Tex.	July 10, 1888	19.85
86481	New York .....	N. Y.	July 21, 1888	Kingston .....	Pa.	.....	30.41
51556	Junction City .....	Kans.	Dec. 10, 1888	Kansas City .....	Mo.	Dec. 11, 1888	17.00
56157	Mahanoy City .....	Pa.	Dec. 27, 1888	New York .....	N. Y.	Dec. 31, 1888	26.00
4691	Dunlap .....	Kans.	Jan. 1, 1889	Brookfield .....	Ohio	Jan. 15, 1889	5.00
19010	San Francisco .....	Cal.	July 24, 1888	San José .....	Cal.	July 25, 1888	100.00
81898	Kearney .....	Nebr.	Jan. 10, 1889	Omaha .....	Nebr.	Jan. 16, 1889	7.50
19002	Houma .....	La.	Mar. 8, 1889	New Orleans .....	La.	Mar. 11, 1889	27.50
83203	Rock Island .....	Ill.	Jan. 14, 1889	Denver .....	Colo.	Jan. 17, 1889	10.00
Can. 36241	Toronto .....	Can.	Apr. 2, 1889	Washington .....	D. C.	.....	.....
97300	San José .....	Cal.	Oct. 15, 1888	Philadelphia .....	Pa.	Nov. 1, 1888	1.40
58193	Goshen .....	Ind.	Apr. 1, 1889	St. Joseph .....	Mich.	Apr. 1, 1889	2.75
58231	do .....	do	Apr. 3, 1889	do .....	do	Apr. 8, 1889	4.00
14804	Flushing .....	N. Y.	May 29, 1889	Sta. G, New York	N. Y.	May 29, 1889	13.00
79273	Seattle .....	Wash.	Apr. 27, 1889	Kansas City .....	Mo.	May 7, 1889	4.00
37850	Corpus Christi .....	Tex.	July 7, 1888	Galveston .....	Tex.	Oct. 4, 1888	40.00
66	Redfield .....	Kans.	Dec. 17, 1888	Ulysses .....	Kans.	Dec. 21, 1888	4.16
57827	Texarkana .....	Ark.	May 9, 1889	Chicago .....	Ill.	May 29, 1889	5.00
9161	Clarington .....	Ohio	Apr. 22, 1889	Cleveland .....	Ohio	May 9, 1889	2.00
26849	Farmington .....	Ill.	Feb. 27, 1889	New York .....	N. Y.	Mar. 5, 1889	5.93
21 cases .....							342.40
Total, 74 cases .....							2,024.71



E.—Number and ratio per thousand of each of twenty different grades of domestic money-orders paid at 594 first and second class offices and at 133 stations or branch offices during the month of March, 1889.

Grades.	Orders of each grade paid.	Ratio per thousand of each grade paid.	Grades.	Orders of each grade paid.	Ratio per thousand of each grade paid.
Not exceeding \$5.....	389,295	538	Over \$55 and not exceeding \$60...	2,214	3
Over \$5 and not exceeding \$10.....	152,473	211	Over \$60 and not exceeding \$65...	1,302	2
Over \$10 and not exceeding \$15.....	62,010	86	Over \$65 and not exceeding \$70...	1,139	1
Over \$15 and not exceeding \$20.....	35,778	49	Over \$70 and not exceeding \$75...	1,354	2
Over \$20 and not exceeding \$25.....	24,628	34	Over \$75 and not exceeding \$80...	867	1
Over \$25 and not exceeding \$30.....	15,114	21	Over \$80 and not exceeding \$85...	540	1
Over \$30 and not exceeding \$35.....	7,759	11	Over \$85 and not exceeding \$90...	532	1
Over \$35 and not exceeding \$40.....	7,157	10	Over \$90 and not exceeding \$95...	402	1
Over \$40 and not exceeding \$45.....	3,964	5	Over \$95 and not exceeding \$100...	5,564	8
Over \$45 and not exceeding \$50.....	8,640	12			
Over \$50 and not exceeding \$55.....	2,362	3	Total.....	723,094	1,000

F.—Number of international money-orders the repayment of which was authorized during the fiscal year ended June 30, 1889.

Nationality.	Orders issued in the United States for payment abroad.	Orders issued in foreign countries for payment in the United States.	Total.	Nationality.	Orders issued in the United States for payment abroad.	Orders issued in foreign countries for payment in the United States.	Total.
Canadian .....	556	625	1,181	Tasmanian .....	1	6	7
British .....	897	965	1,862	Windward Islands..	1	8	9
German .....	663	337	1,000	Japanese .....	4	13	17
Swiss .....	101	60	161	Cape Colony .....	2	10	12
Italian .....	99	57	156	Hawaiian .....	7	17	24
French .....	159	131	290	Queensland .....		11	11
Jamaican .....	6	18	24	Leeward Islands...		8	8
New Zealand .....	13	25	38	Norwegian .....	20	12	32
New South Wales ..	11	25	36	Netherlands .....	7	9	16
Victorian .....	13	19	32	Danish .....	20	7	27
Belgian .....	21	29	50				
Portuguese .....	2	4	6	Total .....	2,685	2,407	5,092
Swedish .....	82	11	93				

## CONVENTION BETWEEN THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POST-OFFICE DEPARTMENT OF THE COLONY OF NEWFOUNDLAND.

The Post Office Department of the United States of America and the Post Office Department of the Colony of Newfoundland, being desirous of establishing an exchange of Money Orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Convention:

### ARTICLE I.

The transfer of sums of money may be made by means of postal money orders from the Colony of Newfoundland to the United States, and from the United States to the Colony of Newfoundland.

### ARTICLE II.

1. The money orders issued in the Colony of Newfoundland for payment in the United States, shall conform, as nearly as practicable, to model "A," hereto annexed, and the money orders issued in the United States for payment in the Colony of Newfoundland shall, in the same manner, conform to model "B," also hereto annexed.
2. Each money order shall be delivered to the remitter thereof to be forwarded by him at his own expense to the payee.
3. The filling up of the order, in writing, must be in the English language, and in Roman letters and Arabic numerals, without alteration or obliteration.
4. The maximum amount of each order is fixed at one hundred dollars.
5. No order shall contain a fraction of a cent.

### ARTICLE III.

1. The service of the Postal Money Order System between the two countries shall be performed exclusively through the agency of offices of exchange. The office of exchange on the part of the United States shall be Bangor, Maine, and on the part of Newfoundland St. John's, Newfoundland.
2. Each of these offices of exchange shall, at the close of each week's business, make out in duplicate a certified list of all the money orders issued in its own country for payment in the other, the advices of which, received from its inland offices, shall have been stamped as genuine during such week. One copy of each of these lists shall be transmitted to the Superintendent of the Money Order System at Washington, D. C., and the other to the Postmaster General, St. John's, Newfoundland.
3. The above mentioned weekly lists when made out by the Newfoundland Exchange Office, shall conform to model "C", and when made out by the United States Exchange Office to model "D", both models being hereto annexed.
4. The weekly lists and also the entries shall be numbered consecutively throughout the fiscal year, beginning with number one on the first day of July, and ending with the last number included in the business of the year.
5. After the close of the quarter ending June 30th of each year supplementary lists may be sent, if occasion requires, containing an entry of every order issued during that quarter, the advices of which had not been previously certified.
6. Should it happen during any week that no advices of money orders have been received at an Exchange Office, a list must nevertheless be forwarded, but in such event, the words "No business" must be written across the list.
7. Each Department or Administration shall promptly acknowledge to the other the receipt of every list received from an Exchange Office in the other country, and shall, as soon after its receipt as possible, give notice of any errors which it may discover therein.

## ARTICLE IV.

In the exchange of money orders between the two countries one dollar in Newfoundland money shall be taken as the equivalent of one dollar, one cent and four-tenths of a cent in United States money. This standard in either country shall be gold value. It is agreed that all differences in the value of money orders due to the difference in the moneys of the two countries, as established by this Article shall be adjusted by the Postal Administration of Newfoundland in the issue of money orders drawn upon the United States, and in the payment of money orders issued in the United States and drawn upon Newfoundland. In making such conversions a fraction shall be disregarded if it amount to less than half a cent; and one cent shall be added if the fraction amount to more than half a cent.

## ARTICLE V.

1. A fee, to be fixed by the country of origin, shall be collected from the remitter upon each sum transmitted under this convention.

2. Each Administration shall communicate to the other the tariff or schedule of fees to be established by it under the provisions of this Article, and also any subsequent changes therein.

3. The person entitled to the payment of a money order issued in pursuance of this Convention shall not be subjected, under any pretext whatever, to any commission or tax on account of the payment of such order.

4. Each Postal Administration shall keep the fee which it receives for orders issued within its jurisdiction but shall pay to the other a commission of one half of one per centum upon the total amount of such orders and shall also refund to the Administration of the country of origin one half of one per centum on the amounts of all void orders and orders the repayment of which shall have been authorized.

## ARTICLE VI.

1. Payment of a money order in pursuance of this Convention, can be exacted only at the paying post office named upon the order, but not until after the receipt by that office of the advice required by Article VIII hereof. But the Chief Office in either country may, at its discretion, cause a money order to be paid at an office other than that named upon the advice. Lists of such changes shall be sent to the Chief Office in the other country at such periods as may be mutually agreed upon between the two Administrations.

2. Each of the two Administrations reserves the right to authorize the transfer within its Territory by means of endorsements, of the ownership of orders originating in the Territory of the other.

## ARTICLE VII.

1. The two Administrations shall designate, each for itself, the post offices which are authorized to issue and to pay money orders under the provisions of this Convention.

2. Each Administration shall furnish to the other before the first day of June, 1889, a list of the post offices within its jurisdiction authorized to issue and to pay such orders, and shall also promptly notify the other, in advance, of any changes that may subsequently be made in said list.

3. In the United States list shall be stated the County and State, and in the Newfoundland list the District in which each money order office is located.

## ARTICLE VIII.

1. A post office in either country, which issues a money order payable in the other, is required to transmit, by the first mail after the issue thereof, through the agency of the Exchange Office in the country in which the order originated, to the post office charged with its payment, an advice corresponding in number, date, and amount to the order of which it forms a part.

2. Each advice must express legibly, and in written characters, the following, to wit: (a) The name of the issuing office. (b) The name of the office where payment is to be made, and also of the State or Territory if payable in the United States, and if payable in the Colony of Newfoundland of the District where such office is located. (c) The amount which is to be paid to the owner of the order in the country of destination. (d) The surname and the given name or names, or at least the initials of the latter, as well as the residence of the remitter and also of the payee. It will be sufficient, however, for the purpose to make use, in case of a business

house, of its business designation, and in case of a corporation or other organization, of the name of the manager, or authorized agent thereof.

3. Each advice from either country, if found correct, shall, in order to be valid, be stamped at the Exchange Office of the country of origin, with the date of its receipt at said office, and with a special number corresponding to that upon the lists described in Article III hereof.

4. The advices, after such stamping, shall be forwarded by the first mail after their receipt, in envelopes addressed to the postmaster of the office where payment is to be made.

5. The advices required by this Article shall, if issued in the Colony of Newfoundland, conform as nearly as practicable to model "A (1)", and if issued in the United States, to model "B (1)" both of which models are hereto annexed.

#### ARTICLE IX.

1. At the request of the paying office, a lost or mis sent advice will be replaced without delay by a duplicate thereof, to be issued by or through the agency of the Exchange Office which certified the original. The form of duplicate advice shall be prescribed by the Administration of the country in which the order originated, and such duplicate to be valid must bear the stamp of the Exchange Office.

2. Each application for a duplicate advice shall be made upon a blank conforming or analogous to model "E" hereto annexed, and must be forwarded to the Exchange Office in an envelope.

#### ARTICLE X.

The orders drawn by each country upon the other shall be subject, as regards payment, to the regulations which govern the payment of domestic orders in the country on which they are drawn.

#### ARTICLE XI.

1. The money orders issued in pursuance of this Convention shall be valid during a period of twelve months after the date of their issue.

2. After the expiration of that period the advice of an unpaid order shall be returned to the Administration of the country of origin, and the amount thereof shall be credited to and remain at the disposal of that Administration.

3. At the close of every month, each of the two Administrations shall forward to the other a detailed statement of all the orders which shall have become invalid during such month under this Article.

#### ARTICLE XII.

Orders lost or destroyed may be replaced by duplicates to be issued by the Administration of the country of payment.

#### ARTICLE XIII.

1. An order or a duplicate thereof, may be repaid to the remitter upon presentation at the issuing office, but only in case the corresponding advice is in the possession of the issuing postmaster. For this purpose, in case the advice has gone forward, it shall be returned by the paying to the issuing Administration upon the request of the latter.

2. The Administration of the country of origin will not therefore authorize repayment of lost, mis sent or destroyed orders until after the Administration of the country of destination shall have returned the advice, or shall have furnished a declaration that it has not paid the order, and will not pay it if presented.

3. The amounts of orders, the repayment of which shall have been authorized, shall be credited to the Administration of the country of origin, and for this purpose the Administration of the country of destination shall cause to be made out and forwarded at the close of each fiscal quarter, a detailed list of the advices of all orders originating in the other country, the repayment of which shall have been authorized during the quarter.

#### ARTICLE XIV.

1. Within six weeks after the close of each fiscal quarter, two copies of an account shall be prepared similar to model "F", hereto annexed, and transmitted to the Post Office Department of the United States by the Post Office Department of the Colony of Newfoundland, exhibiting the balance found due on the exchange of money orders

during the quarter, one copy of which, after proper verification and acknowledgment shall be returned to the Post Office Department of the Colony of Newfoundland. If this verified account shows a balance in favor of the Post Office Department of the Colony of Newfoundland, that of the United States will upon the return of such verified copy of the quarterly account deposit the amount of such balance to the credit of the Post Office Department of Newfoundland in any bank or banking house in the City of New York, N. Y., designated by the Colony of Newfoundland to receive the same; such deposit to be made in United States money at the rate fixed by Article IV. of the present Convention. The latter will then send an acknowledgment of receipt to the Post Office Department of the United States. If on the other hand, said account, after verification and acknowledgment as aforesaid, shows a balance in favor of the Post Office Department of the United States then the Post Office Department of the Colony of Newfoundland will upon receipt of the certified copy of the same, transmit to that of the United States a bill of exchange for the amount thereof on London, England, drawn in sterling money and payable to the order of the Postmaster General of the United States. The balance due the United States in United States money, as shown by the account shall for such purpose be converted into Sterling money at the rate of Four dollars and eighty-seven cents to the Pound Sterling. The United States Post Office Department will then send in return an acknowledgment of receipt.

2. If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding One Thousand dollars, the indebted Administration shall promptly remit or deposit the approximate amount of such balance to the credit of the other.

3. The expense attending the remittance of bills of exchange shall invariably be borne by the Post Office Department by which the payment is to be made.

4. Payments may also be made by deposits of money in, or by drafts or bills of exchange on, places other than London and New York, by mutual agreement between the two Departments.

#### ARTICLE XV.

The paid orders shall remain in the possession of the Administration which shall have paid them, but each of the two Administrations agrees to place, temporarily, at the disposal of the other, any paid order, the return of which shall have been requested.

#### ARTICLE XVI.

The two Postal Administrations may, by mutual agreement, make modifications if found expedient, in matters of detail connected with the execution of the provisions of the present convention in order to provide for greater security against fraud, or for the better working of the international system.

#### ARTICLE XVII.

Each of the two Administrations is empowered under extraordinary circumstances, which may be of a nature to warrant the measure, to suspend temporarily the money order service between the two countries, provided, however, that notice of such suspension be given to the other Administration immediately, and, if deemed necessary, by means of the telegraph.

#### ARTICLE XVIII.

The present Convention shall take effect on the first day of July, 1899, and shall remain in force until one year after one of the two contracting parties shall have notified the other of its intention to terminate it. During such final year the Convention shall continue to be fully and entirely executed, without prejudice to the adjustment and payment of the accounts after the expiration of the term in question. Done in duplicate, and signed at Washington on the 10th day of April, in the year of our Lord One thousand eight hundred and eighty-nine, and at St. John's, Newfoundland, on the Thirtieth day of March, in the year of our Lord One thousand eight hundred and eighty nine.

(Signed) JOHN WANAMAKER,  
Postmaster General of the United States.  
[Seal of the Post Office Department of the  
United States.]

(Signed) JAMES OLIPHANT FRASER,  
Postmaster General of Newfoundland.  
[Seal of the General Post Office of New-  
foundland.]

## Model A.

MONEY ORDER.

MANDAT D'ARGENT.

NEWFOUNDLAND.

No.

St. John's.

DATE 188 {

Timbre du bureau expéditeur.	Stamp of issuing office.		
	Amount — [Montant.]		
		\$	cts.

PAY to the person mentioned in advice [PAYEZ à la personne mentionnée dans l'avis.]

Dollars

Cents.

Postmaster.— [Maître de poste.]		Stamp of paying office.
To the Post-Office at } [Au Bureau de Poste à }		Timbre du bureau payeur.
_____		

 RECEIVED the amount of the above order  
 [Reçu le montant du mandat ci-dessus.]

Signature \_\_\_\_\_

A money order payable in the United States will be paid according to the Regulations of the Department.

After once paying a money order, by whomsoever presented, the Post-Office will not be liable to any further claim.

The order is payable only if presented within twelve months from the date of its issue.

Le paiement d'un mandat tiré sur un bureau aux Etats Unis, sera fait d'après les règlements du Département.

Une fois qu'un mandat d'argent a été payé, qu'il ait été présenté par qui que ce soit, l'Administration Postale ne sera tenue à aucune réclamation ultérieure.

Le mandat est payable pendant douze mois à partir du versement des fonds.

[Back of Model A.]

The receipt on the other side must be signed in the manner there described.

Whoever presents the order for payment, whether the rightful owner or otherwise, must give full information as to the Christian name, surname, and address of the party who originally obtained it, unless such party be a firm, when the name of the firm, together with its address, will suffice. *The only exception to this rule is—*

When the order is presented through a bank of the town upon which it is drawn, in which case it will suffice that the order, being properly signed, be also crossed with the banker's name.

These instructions are intended to secure, as far as practicable, that payment be made to the rightful party; and postmasters have been instructed to enforce them, so far as a due regard to the public convenience will permit.

As, however, after once paying a money order, by whomsoever presented, the Department will not be liable to any further claim, the public is strictly cautioned—

- 1st. To take all means to prevent the loss of the money order.
- 2nd. To be careful on taking out a money order to state correctly the Christian name, as well as surname, of the person in whose favor it is drawn.
- 3rd. To see that the name and address of the person taking out the money order are correctly known to the person in whose favor it is drawn.

Neglect of these instructions will risk the loss of the money, besides leading to delay and trouble in obtaining payment.

Le reçu sur l'autre côté doit être signé de la manière indiquée.

Quiconque présente le mandat pour paiement, qu'il en soit le véritable propriétaire ou non, doit donner toutes les informations requises quant au nom de baptême, au surnom et à l'adresse de la personne qui l'a obtenu, hormis que ce soit pour une société; alors, dans ce cas, le nom de la société avec son adresse sera suffisant. *La seule exception à cette règle est:*

Lorsqu'un mandat est présenté par l'entremise d'une banque de l'endroit sur lequel il est tiré; dans ce cas il suffira que le mandat étant dûment signé, porte aussi en travers la signature du banquier.

Ces instructions ont pour but d'assurer, autant que possible, que le paiement soit fait au véritable propriétaire du mandat, et les maîtres de poste ont reçu l'ordre de les mettre en force tout en tenant compte des égards que l'on peut avoir pour la commodité du public.

Mais cependant comme une fois que le mandat a été payé, qu'il ait été présenté par qui que ce soit, le Département ne sera tenu à aucune réclamation ultérieure, le public est strictement averti:

1. De prendre toutes les précautions nécessaires pour prévenir la perte du mandat d'argent.
2. D'avoir soin, en obtenant un mandat d'argent, de spécifier correctement le nom de baptême, ainsi que le surnom de la personne en faveur de qui il est tiré.
3. De s'assurer que la personne en faveur de qui le mandat d'argent est tiré connaît correctement le nom et l'adresse de la personne qui l'envoie.

Toute négligence à ces instructions peut entraîner la perte de l'argent, outre le délai et le trouble à en obtenir le paiement.

## Model A1.

ADVICE OF MONEY ORDER.

NEWFOUNDLAND.

AVIS DE MANDAT D'ARGENT.

No.

St. John's.

Stamp of issuing office.

Drawn by the above office, upon the post-office at  
 (Tiré par le bureau ci-dessus sur le bureau de poste à)

Date.

188-

Timbre du bureau expéditeur.

PROVINCE, STATE, OR COUNTRY.  
 [La Province, l'Etat ou le Pays.]

SUM OF THE ORDER.

[SOMME DU MANDAT.]

Dollars.

Cents.

THE PAYEE.

[BÉNÉFICIAIRE.]

The person to whom the order is payable.

[La Personne à qui le mandat est payable.]

Amount. [Montant.]

\$

cts.

Christian name—[Nom de baptême.]

Surname—[Surnom.]

RESIDENCE OF PAYEE. [RÉSIDENCE DU BÉNÉFICIAIRE.]

Street and number.  
 [Rue et numéro.]

City or town.  
 [Ville ou village.]

County, department, or canton.  
 [Département ou canton.]

THE REMITTER.

The person who purchased the order.

[L'ENVOYEUR.]

[La personne qui a obtenu le mandat.]

Christian name—[Nom de baptême.]

Surname—[Surnom.]

Residence.

Stamp of paying office.

Signature of postmaster who draws the order.  
 [Signature du maître de poste qui tire le mandat.]

Timbre du bureau payeur.

This advice must be dated, stamped  
 and signed by the postmaster  
 who draws the order.

Cet avis doit être daté, timbré et  
 signé par le maître de poste qui  
 a tiré le mandat.

\* Nothing is to be written in this space.  
 † The residence of the payee must be given in  
 full in advices drawn on foreign countries.

\* Il ne faut rien écrire dans cet espace.  
 † Il est très important que le lieu de résidence  
 du bénéficiaire soit donné sur les avis dans tout  
 le détail nécessaire.

[Back of Model A1.]

MONEY-ORDER ADVICE.

POST-OFFICE DEPARTMENT, NEWFOUNDLAND.

The Postmaster at \_\_\_\_\_



Model B.

UNITED STATES OF AMERICA.  
ÉTATS UNIS D'AMÉRIQUE.

ARKAMA, PA.		No.....
Stamp of Issuing Office.	INTERNATIONAL MONEY ORDER.  MANDAT DE POSTE INTERNATIONAL	Amount in figures, Somme en chiffres,
Timbre du bureau expédi- teur.		United States money: Monnaie des États Unis :
		\$
		Foreign money: Monnaie du pays étranger:

PAYABLE BY THE OFFICE AT— PAYABLE PAR LE BUREAU DE

Pay to the person named in my letter of advice of this date, No. above designated, the sum of  
Payés à la personne nommée dans ma lettre d'avis de ce jour, No. ci-dessus désigné, la somme de

Issued by the above-named post-office }  
Tiré par le bureau ci-dessus désigné, le } ..... 188 .

Postmaster.  
L'agent des postes.

To the postmaster at  
À Monsieur l'agent des postes à

Stamp of paying office.

Timbre du bureau payeur.

Received the amount of the above order at }  
Reçu le montant du mandat ci-dessus à } le ..... 188 .

Signature of the person to whom the order is paid.  
Signature de la personne à qui le mandat est payé.

Neither the issuing nor the paying postal administration is liable to any claim for an order which has once been paid.

Le paiement d'un mandat de poste, une fois effectué, ne donne lieu à aucun recours, soit contre l'administration qui a émis le mandat, soit contre celle qui l'a payé.

[Back of Model B.]

N. B.—This money-order is subject, as regards payment and transfer by indorsement, to the existing laws and regulations which govern the transfer and payment of money-orders in the country upon which it is drawn.

Le présent mandat est sujet, à l'égard du paiement et de la transmission par voie d'endossement, aux lois et aux règlements qui gouvernent la transmission et le paiement des mandats dans le pays sur lequel il est tiré.

It is payable if presented before the expiration of twelve months from the date of its issue.

Il est payable pendant douze mois à partir du versement des fonds.

(SPACE FOR INDORSEMENT, IF ANY.)  
(CADRE RÉSERVÉ AUX ENDOSSEMENTS, S'IL Y A LIEU.)

If this money order is drawn on Germany or on Italy it is of no value, except as a receipt to the remitter for the amount of money deposited by him.

The same amount will be paid to the payee upon another order, of different form, transmitted to him either by the Exchange Office at New York, or by that of Turin, as the case may be.

Every defective order should be delivered to the post-office at which it is payable, and a receipt taken therefor. Such order is to be transmitted by the postmaster of that office to his postal administration, which will cause the defects to be remedied.

Tout mandat irrégulier doit être déposé, contre reçu, dans le bureau où il est payable; par les soins de ce bureau il est transmis à l'administration, qui se charge de sa régularisation.

Orders missing, lost, or destroyed are replaced by authorizations for payment, which must be delivered only after it has been ascertained that the original orders have not been paid nor repaid. These authorizations are subject to the same conditions of payment as the orders themselves.

Les mandats égarés, perdus ou détruits sont remplacés par des autorisations de paiement, qui peuvent être délivrées seulement après constatation que les mandats n'ont été ni payés, ni remboursés. Ces autorisations sont soumises aux mêmes conditions de paiement que les mandats.

## REPORT OF THE POSTMASTER-GENERAL.

Model B 1.

UNITED STATES OF AMERICA.  
ÉTATS UNIS D'AMÉRIQUE.

ARKAMA, PA.

No. ....

Stamp of Issuing Office.  Timbre du bureau expéditeur.	ADVICE  OF  INTERNATIONAL MONEY ORDER.  AVIS  D'ÉMISSION  D'UN MANDAT DE POSTE INTERNATIONAL.	Amount in figures. Somme en chiffres.  United States money : Monnaie des États Unis :  \$  Foreign money : Monnaie du pays étranger :
--	---	--

Drawn by the above-named office on the }  
 Tiré par le bureau ci-dessus désigné, le } ..... day of ..... 188 ,  
 upon the post office at }  
 sur le bureau de } ..... { for the sum of  
 { pour la somme de

THE PAYEE, viz: The person to whom the order is payable.  
 BÉNÉFICIAIRE: La personne au profit de qui le mandat est tiré.

Given name (prénoms).		Surname (nom).
RESIDENCE OF THE PAYEE.		RÉSIDENCE DU BÉNÉFICIAIRE.
Street and number. Rue et numéro.	City or town. Ville ou village.	Department, canton, or county. Département ou canton.

THE REMITTER, viz: The person who purchased the order.  
 L'ENVOYEUR: La personne qui a versé l'argent.

Given name (prénoms).		Surname (nom).
RESIDENCE OF THE REMITTER.		RÉSIDENCE DE L'ENVOYEUR.
Street and number. Rue et numéro.	City or town. Ville ou village.	State. État.

Postmaster.  
L'agent des postes.

This advice should be dated, signed, and stamped by the postmaster who issues the order, and stamped upon its receipt by the postmaster of the office upon which it is drawn.  
 Cet avis doit être daté, signé, et timbré par l'agent des postes qui a tiré le mandat, et timbré, dès sa réception.

Stamp of Paying Office.  Timbre du bureau payeur.
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[Back of Model B 1.]

INTERNATIONAL, No. ....

INDORSEMENT OF UNITED STATES EXCHANGE OFFICE.

--

To the Postmaster at

.....  
 .....  
 .....

### Model C.

List No. \_\_\_\_\_

SHEET No. ———

Weekly list of money-orders issued in the Colony of Newfoundland, the advices of which have been certified during the week ended ———, 188—, by the postmaster at the International exchange office at St. John's, for payment in the United States.

[illegible]

I certify that the foregoing is a correct list of all the money-orders issued in the Colony of Newfoundland, the advices of which have been received and certified by me during the week ended —, 18—, for payment in the United States (being from International No. — to No. —, inclusive), amounting in the aggregate to — dollars — cents.

*Postmaster at Exchange Office.*

(No. 6425a.)

(Letter of inquiry and second advice—Newfoundland—International.)

## LETTER OF INQUIRY.

To be used: { 1. To obtain duplicate advice.  
2. To correct discrepancy in amount between advice and order.  
3. To correct error in name of payee.

In either of the two cases last mentioned the exchange postmaster should forward one of these forms indicating the correction made, to the Postal Department of the paying country.

PARTICULARS OF ADVICE.	PARTICULARS OF ORDER.
No. .... Amount, \$.....	No. .... Amount, \$.....
Date, ..... 188 .	Date, ..... 188 .
Issued at .....	Issued at .....
Certified at .....	
Remitter, .....	When an advice is missing, the Postmaster
Residing at .....	drawn on will pass his pen through the space
Payee, .....	headed "Particulars of advice."
Residing at .....	

Stamp of office drawn on.	MONEY-ORDER OFFICE,
	....., 188 .
SIR:	
The above-described money-order, drawn on this office,	
can not be paid, for the reason that .....	
.....	
.....	
.....	
To Postmaster of exchange office at } .....	
..... } Postmaster drawn on.	

## REPLY.

When the exchange office can not supply the desired information this form is to be sent to the issuing office with the request that the same be filled in and returned to the exchange office, to be forwarded to that of payment.

## CORRECTED PARTICULARS, OR SECOND ADVICE OF NEWFOUNDLAND INTERNATIONAL MONEY-ORDER.

Inland number, .....	Stamp of Issuing Office
Date, ..... 188 .	
Amount, \$ .....	Stamp of Exchange Office.
Issued at .....	
Payable at .....	
Remitter, .....	
Residing at .....	
Payee, .....	
Residing at .....	
International number, .....	
Exchange office at .....	
Date of list, .....	
.....	
Exchange Postmaster.	

The second advice must be signed and stamped by the exchange postmaster and forwarded by him to the paying office.

The date written in the advice must be the date of issue of the money-order, while the date stamped must be that on which the second advice is dispatched.



## REPORT OF THE POSTMASTER-GENERAL.

*Account of the exchange of money-orders between the Colony of Newfoundland and the United States during the quarter ended \_\_\_\_\_, 188-.*

[illegible]

*List of orders which have become void during the quarter.*

Issued in the Colony of Newfoundland.						Issued in the United States.					
Inland num- ber.	International.			Amount of order.		Inland num- ber.	International.			Amount of order.	
	Number.	List.					Number.	List.			
		Num- ber.	Date.	Dollars.	Cents.			Num- ber.	Date.	Dollars.	Cents.
To credit of Newfoundland Postal Department.....						To credit of United States Postal Department.....					

## MONEY-ORDER SYSTEM—CONVENTION WITH NEWFOUNDLAND. 897

*List of orders repayment of which to the remitter in the country of issue has been authorized during the quarter.*

[illegible]

## BALANCE.

To credit of Newfoundland Postal Department.				To credit of United States Postal Department.					
	Dolls.	Cts.	Dolls.	Cts.		Dolls.	Cts.	Dolls.	Cts.
Amount of international orders issued in the United States .....					Amount of international orders issued in the Colony of Newfoundland.....				
Amount of void orders of Newfoundland issue, as per list .....					Amount of void orders of United States, issue, as per list.....				
Amount of international orders issued in the Colony of Newfoundland, repayment of which has been authorized during the quarter, as per list .....					Amount of international orders issued in the United States, repayment of which has been authorized during the quarter, as per list.....				
One-half of one per cent. on above.....					One-half of one per cent. on above.....				
Total.....					Total.....				
United States credit to be deducted.....					Newfoundland credit to be deducted..				
Balance to credit of Newfoundland Postal Department.....					Balance to credit of United States Postal Department.....				
Paid on account by the Postal Department of the United States.....					Paid on account by the Postal Department of the Colony of Newfoundland.....				
	Dolls.	Cts.				Dolls.	Cts.		
Balance remaining .....					Balance remaining.....				



Model F.

-----  
 -----  
 -----

St. JOHN'S, ----- 188--

The within account exhibits a total balance of \$-----, which, after deduction of the payments on account, as herein stated, leaves a balance remaining of \$----- due the Postal Department of the -----

The above statement of account is accepted, with a balance of \$----- due the Postal Department of the -----

*Auditor of the Treasury for the Post-Office Department.*

WASHINGTON, D. C., -----, 188--.

The payment on account of ----- having been receipted by special vouchers, the receipt of the balance of \$----- remaining is hereby acknowledged.

-----,  
 -----,  
 -----,  
 -----, 188 .



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REPORT  
OF THE  
SUPERINTENDENT OF FOREIGN MAILS  
TO THE  
POSTMASTER-GENERAL  
FOR  
1889.

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901



# REPORT

## OF

### THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
Washington, D. C., October 26, 1889.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service for the fiscal year ended June 30, 1889.

From Table (A) immediately following, showing the weights of the mails dispatched by sea to foreign countries, and the percentage dispatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

	Grams.	Pounds.
Letters and post cards .....	309,810,196 =	683,131
Other articles .....	1,554,975,505 =	3,428,721
Total .....		4,111,852

Of which, the mails for transatlantic destinations comprised:

	Grams.	Pounds.	Per cent.
Letters and post cards .....	278,288,824 =	613,627	(89.82)
Other articles .....	1,150,992,404 =	2,537,938	(74.02)
Total .....		3,151,565	

And that of the transatlantic mails, the mails for Great Britain consisted of:

	Grams.	Pounds.	Per cent.
Letters and post cards .....	118,682,419 =	261,695	(42.65)
Other articles .....	584,119,984 =	1,287,985	(50.75)
Total .....		1,549,680	

The mails for Germany:

	Grams.	Pounds.	Per cent.
Letters and post cards .....	58,006,952 =	127,905	(20.84)
Other articles .....	234,361,869 =	516,768	(20.36)
Total .....		644,673	

The mails for France:

	Grams.	Pounds.	Per cent.
Letters and post cards .....	18,422,561 =	40,622	(6.62)
Other articles .....	90,179,866 =	198,847	(7.84)
Total .....		239,469	

with each of which countries there is direct steam-ship communication, leaving as the weights of the mails for all other transatlantic destinations—

	Grams.	Pounds.	Per cent.
Letters and post cards.....	83, 176, 692	= 183, 405	(29.89)
Other articles .....	242, 330, 685	= 534, 339	(21.05)
Total.....		717, 744	

A.—Statement showing the net weights and percentage of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1889.

## TRANSATLANTIC SERVICE.

Countries.	Letters and post cards.	Per cent.	Other articles.	Per cent.
	<i>Grams.</i>		<i>Grams.</i>	
Great Britain .....	118, 682, 419	42.65	584, 119, 984	50.75
Austria .....	11, 105, 350	3.90	28, 049, 405	2.26
Belgium .....	3, 029, 871	1.09	17, 880, 120	1.55
Denmark .....	4, 477, 575	1.61	9, 772, 195	.85
France .....	18, 422, 561	6.62	90, 179, 866	7.64
Germany .....	58, 006, 932	20.84	234, 361, 869	20.34
Italy .....	13, 946, 870	5.03	47, 058, 330	4.09
Netherlands .....	3, 337, 735	1.20	12, 429, 940	1.08
Norway .....	9, 481, 530	3.41	17, 578, 435	1.52
Portugal .....	975, 385	.35	2, 959, 685	.26
Russia .....	9, 345, 525	3.36	11, 653, 860	1.01
Spain .....	2, 818, 900	.83	14, 829, 345	1.29
Sweden .....	19, 804, 416	6.94	49, 863, 060	4.33
Switzerland .....	5, 080, 470	1.82	25, 090, 755	2.23
Turkey .....	733, 020	.26	6, 558, 785	.57
Africa (west coast direct) .....	255	.....	6, 770	.....
Totals .....	*278, 288, 824		†1, 150, 002, 404	

\*Or 613,627 pounds.

†Or 2,587,938 pounds.

## TRANS-PACIFIC AND MISCELLANEOUS SERVICE.

Japan .....	2, 925, 501	9.28	31, 730, 221	7.85
Hong-Kong .....	1, 734, 014	5.50	5, 356, 882	1.33
United States consul, Shanghai .....	649, 934	2.06	10, 850, 188	2.69
Cochin China .....	5, 711	.02	56, 808	.01
Java .....	9, 049	.03	44, 715	.01
Manila .....	73, 793	.23	1, 069, 444	.25
Singapore .....	19, 238	.06	404, 832	.10
Siam .....	5, 789	.02	131, 727	.03
Australian Colonies .....	3, 126, 151	9.92	92, 915, 643	23.06
Hawaii .....	1, 917, 721	6.08	22, 317, 619	5.52
Samoa .....	174, 853	.55	2, 081, 116	.51
Tahiti .....	70, 811	.22	1, 222, 391	.30
New Caledonia .....	14, 405	.05	181, 024	.05
Marquesas and Marshall Islands .....	5, 784	.02	170, 144	.04
Cuba .....	3, 572, 984	11.34	34, 417, 023	8.32
Porto Rico and St. Thomas via Cuba .....	168, 675	.54	2, 634, 450	.69
Porto Rico and St. Thomas direct .....	199, 530	.64	1, 384, 590	.34
Bahamas .....	279, 020	.89	3, 193, 981	.79
Bermuda .....	772, 585	2.45	7, 678, 750	1.90
Jamaica .....	706, 970	2.24	7, 552, 340	1.88
Haiti .....	456, 525	1.45	4, 526, 629	1.12
San Domingo .....	183, 050	.58	3, 405, 190	.84
St. Thomas .....	483	.....	625	.....
Turks Islands .....	39, 845	.13	291, 230	.07
Windward Islands .....	1, 340, 800	4.25	12, 882, 440	3.19
Brazil .....	1, 214, 604	3.83	17, 635, 662	4.37
Uruguay .....	183, 110	.58	4, 133, 725	1.02
Argentine Republic .....	734, 292	2.33	15, 426, 007	3.82
Paraguay .....	12, 760	.04	417, 160	.10
Mexico .....	1, 270, 063	4.03	12, 985, 765	3.21
British Honduras .....	232, 090	.74	1, 702, 860	.42
Costa Rica .....	518, 572	1.65	6, 195, 302	1.53
Guatemala .....	727, 594	2.31	9, 175, 129	2.27
Nicaragua .....	519, 876	1.65	6, 109, 516	1.51
Republic of Honduras .....	421, 215	1.34	5, 228, 043	1.29
Salvador .....	331, 729	1.05	5, 291, 305	1.31

**A.—Statement showing the net weights and percentage of the mails dispatched by sea to foreign countries, etc.—Continued.**

**TRANS-PACIFIC AND MISCELLANEOUS SERVICE—Continued.**

Countries.	Letters and post cards.	Per cent.	Other articles.	Per cent.
	<i>Grams.</i>		<i>Grams.</i>	
Venezuela .....	1,016,070	3.22	13,256,765	3.28
Caracoea .....	312,880	.99	1,681,785	.42
Republic of Colombia .....	1,512,475	4.80	20,546,964	5.09
Bolivia .....	59,410	.16	1,594,800	.39
Ecuador .....	339,738	1.08	4,034,281	1.00
Peru .....	595,254	1.89	11,260,263	2.79
Chili .....	705,741	2.24	15,569,985	3.85
British Columbia .....	1,145,252	3.63	4,233,838	1.06
Nova Scotia .....	932,594	2.96		
Newfoundland .....	55,140	.18	499,245	.12
St. Pierre and Miquelon .....	5,955	.02	33,215	.01
Totals .....	*31,521,372		1403,983,101	
Aggregate .....	309,810,196		\$1,554,975,505	

\* Or 69,504 pounds. † Or 890,783 pounds. ‡ Or 683,131 pounds. § Or 3,428,721 pounds.

A comparison of the foregoing Table with the similar Table furnished with the report for last year, shows the weights of the mails to have increased as follows, viz:

	1889.		1888.		Increase.		
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	<i>Per cent.</i>
Transatlantic:							
Letters and post-cards .....	278,288,824	613,627	283,550,944	581,180	14,767,880	32,497	5.59
Other articles .....	1,150,992,404	2,537,938	1,024,887,367	2,259,877	126,105,037	278,061	12.30
Other destinations:							
Letters and post-cards .....	31,521,372	69,504	28,337,078	62,483	3,184,294	7,021	11.24
Other articles .....	403,983,101	890,783	346,083,996	763,115	57,899,105	127,668	16.73
Aggregate:							
Letters and post-cards .....	309,810,196	683,181	291,888,022	643,616	17,922,174	39,518	6.14
Other articles .....	1,554,975,505	3,428,721	1,370,971,363	3,022,992	184,004,142	405,729	13.42

The following Table (B) shows the weights of the mails conveyed and the amount of compensation received by each of the different lines of steamers, as well as which are of United States, and which of foreign register; and Table (C) shows the weights of the foreign closed mails forwarded from the United States by the different lines of steamers, and the compensation paid to each line for their conveyance.

*B.—Statement showing the net weights of the United States mails conveyed, and the rate and amount of compensation received therefor, by the steamers appointed to transport the mails to foreign countries.*

- (1.) Vessels of United States registry receive \$1.60 per pound for letters and post cards, and 8 cents per pound for other articles. (2.) Vessels of foreign registry, 5 francs per kilogram (about 44 cents per pound) for letters and post cards, and 50 centimes per kilogram (about  $\frac{1}{2}$  cents per pound) for other articles.

2.205 pounds = 1 kilogram.

*Transatlantic service.*

Name of line.	Registry.	Letters.	Prints.	Compensation.
		<i>Grams.</i>	<i>Grams.</i>	
North German Lloyd .....	(2) Foreign .....	140,785,809	546,800,013	\$188,623.19
Cunard (New York) .....	do .....	71,812,873	321,379,476	100,312.53
Liverpool and Great Western .....	do .....	19,897,039	83,268,181	28,201.02
General Transatlantic* .....	do .....	17,688,268	81,865,801	24,950.20
Hamburg American .....	do .....	10,575,897	48,320,662	14,868.00
White Star .....	do .....	9,882,168	29,426,707	12,375.97
Inman† .....	do .....	5,138,608	19,277,102	8,642.93
Anchor .....	do .....	1,552,858	6,316,572	1,915.06
Cunard (Boston) .....	do .....	938,962	6,214,450	1,505.79
Red Star* .....	do .....	10,006	7,565	19.75
Netherlands Steam Navigation Company* .....	do .....	4,005	2,680	2.25
Thingwalla .....	do .....	1,765	16,395	3.29
American .....	(1) United States .....	311	.....	1.10
Steamer Nithsdale (to Africa) .....	(2) Foreign .....	255	6,770	.90
Totals .....		278,288,824	1,150,992,404	\$379,642.08

\* Settled for in account of balances due foreign countries.

† 9,330 grams of letters and 230 grams of prints conveyed by American steamer "Ohio."

*Trans-Pacific service.*

VESSELS OF UNITED STATES REGISTER (1).

Name of line.	Letters.	Prints.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	<i>Pounds.</i>	<i>Pounds.</i>	
Oceanic: San Francisco to Australian colonies, etc.*† .....	4,107,183	105,230,926	9,056	232,124	\$35,568.96
Oceanic: San Francisco to Hawaii direct .....	445,800	4,515,499	983	9,956	2,369.32
Pacific Mail: San Francisco to Japan .....	2,814,465	28,605,936	6,206	56,481	14,446.32
Pacific Mail: Inward .....	107,495	228,099	237	498	419.13
Totals .....	7,474,943	138,578,460	16,482	299,059	\$52,821.73

\* Three trips by foreign vessels under above payments.

† Compensation at \$20,000 per year up to November 17, 1888, and from November 18, 1888, at \$50,000 per annum, less \$1,000 for each trip performed by a foreign steamer for the remainder of the fiscal year

VESSELS OF FOREIGN REGISTER (2).

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Occidental and Oriental: San Francisco, Japan, etc .....	2,662,369	25,045,813	\$4,966.11
Occidental and Oriental: Inward .....	114,062	244,248	132.64
Oceanic: San Francisco to Hawaii .....	624,259	6,722,944	1,251.18
Oceanic: Inward; Australian colonies to San Francisco* .....	276,270	.....	368.36
Canadian Pacific: San Francisco to Japan, etc .....	2,164	.....	2.00
Totals .....	3,679,124	32,013,005	\$6,741.36

\* Paid at 2 cents per letter rate.



*Miscellaneous service.*

## VESSELS OF UNITED STATES REGISTER (1).

Name of line.	Letters.	Prints.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	<i>Pounds.</i>	<i>Pounds.</i>	
Pacific Mail, New York to Republic of Colombia, etc.	3,661,050	63,745,245	8,072	140,568	\$24,160.84
Pacific Mail, San Francisco to Republic of Colombia, etc.	608,238	4,062,421	1,341	8,957	2,862.47
Pacific Mail, inward service.	*2,823		62		56.46
Pacific Coast, San Francisco to British Columbia†	230,526	4,233,838	508	9,335	219.28
Pacific Coast, San Francisco to Mexico.	56,213	929,226	124	2,049	362.24
California and Mexican, San Francisco to Mexico	14,989	206,365	33	455	89.28
Oregon Railway and Navigation Company, San Francisco to Victoria, B.C.†	914,826		2,017		891.58
Clyde, New York to Hayti and San Domingo.	258,200	3,989,585	569	879	1,614.70
Jemine & Haustedt, New York to Hayti and San Domingo.	600	14,045	1	31	4.59
Steamer Haytien Republic, New York to Hayti and Turks Islands.	17,390	254,760	38	562	106.29
F. C. Millott & Co., New York to Hayti and San Domingo.	4,540	25,820	10	57	29.57
Lord & Austin, New York to Hayti and Turks Islands.	2,785	16,530	6	36	12.74
Red "D," New York to Venezuela and Dutch West Indies.	1,047,610	11,549,490	2,309	25,496	5,733.31
New York and Cuba Mail, New York to Cuba.	66,645	300,675	146	662	288.17
New York and Cuba Mail, New York to Mexico.	228,755	1,881,600	504	4,148	1,138.97
New York and Porto Rico, New York to Porto Rico.	33,225	158,280	78	349	145.13
United States and Brazil Mail, New York to Brazil, etc.	2,102,553	35,743,207	4,635	65,013	13,722.90
Royal Mail, New Orleans to Central America.	717,410	7,913,180	1,582	17,448	3,928.91
Morgan, New Orleans to Cuba.	49,995	241,270	110	532	218.96
Morgan, New Orleans to Mexico.	20,730	22,230	45	49	77.05
Morgan, New Orleans to Central America.	146,120	1,188,480	332	2,620	725.16
Oteri's Pioneer, New Orleans to Honduras and Guatemala.	102,985	1,504,420	227	3,317	628.71
Totals	10,268,520	137,907,902	22,744	282,523	\$67,006.31

\*2,823 letters (not grams), at 2 cents per letter.

†Compensation at one cent per letter.

## VESSELS OF FOREIGN REGISTER (2).

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Ward & Co., New York to Argentine Republic, Uruguay, and Paraguay.	33,125	677,505	897.34
New York and Cuba Mail: New York to Bahamas.	232,185	2,665,325	481.26
W. K. Coleman: New York to Bahamas.	15,200	3,406	14.99
Quebec: New York to Bermuda and Windward Islands.	1,425,230	13,853,815	2,712.24
Red Cross: New York to Brazil.	65,899	485,768	110.47
Booth: New York to Brazil.	114,605	571,065	165.70
Hammonia: New York to Brazil.	224,011	4,427,839	643.45
Honduras and Central American: New York to Central America.	161,270	2,429,975	390.12
Royal Dutch West India Mail: New York to Hayti, Curaçoa, and Venezuela*.	77,460	252,749	98.94
Atlas: New York to Hayti, Jamaica, etc.	1,107,800	11,106,335	2,140.79
Klugeklut, Power & Co.: New York to Hayti.	1,220	9,405	2.08
Lord & Austin: New York to Hayti and Turk's Islands.	960	14,950	2.37
Anchor: New York to Jamaica, etc.	85,345	1,145,900	192.94
Theband: New York to Mexico.	9,580	63,255	15.35
New York and Yucatan: New York to Mexico.	905	19,250	2.73
Spanish Transatlantic: New York to Mexico.	10,060	200,825	29.96
Taurus: New York to Porto Rico.	83,025	486,710	127.10
New York and Porto Rico: New York to Porto Rico.	84,570	765,635	155.50
Red "D": New York to Venezuela and Curaçoa.	232,455	2,377,480	433.75
Theband: New York to Venezuela.	16,625	849,220	49.74
Christall's: New York to Venezuela and Windward Islands.	43,585	487,455	89.10
Atlantic and West India: New York to Windward Islands.	238,120	2,145,410	427.17

\* Settled for in account of balances due foreign countries.

*Miscellaneous service—Continued.*

## VESSELS OF FOREIGN REGISTER (2)—Continued.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Royal Mail: New Orleans to Central America .....	100,215	1,107,840	\$203.61
Costa Rica and Honduras: New Orleans to Central America ..	281,962	3,418,867	602.02
New Orleans and Central American: New Orleans to Central America .....	25,599	263,670	50.15
Oteri's Pioneer: New Orleans to Central America .....	41,930	417,530	80.74
Earn: Philadelphia to Cuba .....	27,034	350,424	59.91
Steamer <i>Allegandro</i> : San Francisco to Mexico .....	3,872	57,705	9.31
Canada-Atlantic: Boston to Nova Scotia .....	77,140	.....	59.70
Yarmouth: Boston to Nova Scotia .....	471,410	.....	427.97
Boston, Halifax and Prince Edward Island: Boston to Nova Scotia .....	384,044	.....	303.05
Totals .....	5,677,341	50,153,313	\$10,199.55

C.—Statement showing the net weights of the closed mails of foreign origin forwarded, and the amounts paid by this Department to the steamers which conveyed them from the United States.

[Compensation at the rate of 5 francs per kilogram for letters and post cards, and 50 centimes per kilogram for other articles.]

## TRANSATLANTIC SERVICE.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
North German Lloyd .....	12,907,955	38,596,090	\$16,179.73
Cunard .....	6,365,494	17,514,283	7,332.90
Liverpool and Great Western .....	2,224,073	6,598,005	2,778.85
White Star .....	785,724	2,327,922	1,081.13
Inman .....	540,455	1,597,650	675.71
Hamburg-American .....	366,806	932,693	408.08
Anchor .....	121,875	817,808	142.36
General Transatlantic* .....	1,006,301	8,966,856	1,354.17
Totals .....	24,321,183	73,312,943	\$38,448.14

\* Settled for in account of balances due foreign countries. † Or 53,628 pounds. ‡ Or 159,450 pounds.

## MISCELLANEOUS SERVICE.

Pacific Mail .....	153,032	3,163,480	\$452.95
New York and Cuba Mail .....	129,820	2,566,618	372.96
Red "D" Line .....	51,342	418,157	89.89
Clyde .....	33,711	409,455	72.65
Quebec Steamship Company .....	15,213	129,665	37.19
Atlas .....	11,432	37,816	14.66
Royal Dutch West India Mail* .....	6,133	45,340	10.29
Honduras Central American .....	4,591	4,830	4.89
Atlantic and West India .....	3,989	8,880	4.79
United States and Brazil Mail .....	2,331	9,166	3.13
Anchor .....	390	1,110	.48
Christall's Line .....	98	708	.16
Steamer Haytien Republic .....	1,442	36,140	4.88
Steamer James Watt .....	678	8,262	1.45
Totals .....	1414,202	16,839,570	\$1,059.70

\* Settled for in account of balances due foreign countries. † Or 913 pounds. ‡ Or 15,061 pounds.

## COST OF THE SERVICE.

The sums reported for payment on account of the sea transportation of the mails dispatched to, and received from foreign countries during the fiscal year—including the amounts credited in the general postal accounts to foreign Governments for the conveyance of United States mails by steamers subsidized by said Governments, as follows, viz:

To France, for services of steamers of the General Trans-Atlantic Line from New York to Havre.....	\$24,959.20
To Belgium, for services of steamers of the Red Star Line from Philadelphia to Antwerp.....	19.75
To the Netherlands, for services of steamers of the Netherlands Steam Navigation Company, from New York to Amsterdam and Rotterdam..	3.26
And also paid to the Panama Railroad Company for the transportation by railway, from Aspinwall to Panama, of United States mails for the west coast of Central and South America.....	8,989.49

Amounted to \$515,401.14, distributed as follows:

Trans-Atlantic service.....	\$379,642.68
Trans-Pacific:	
Vessels of United States register.....	\$52,821.73
Vessels of foreign register.....	6,741.38
	59,563.11
Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands):	
Vessels of United States register.....	57,006.31
Vessels of foreign register.....	10,199.55
	67,205.86
The Panama Railroad Company.....	8,989.49
	\$515,401.14

To this must be added, in order to show the total cost of the service, the following items, viz:

Amount paid to steam-ship companies for the sea conveyance from the United States of closed mails of foreign origin.....	\$30,143.38
Amount paid to foreign countries for the intermediary transit of closed mails of United States origin.....	109,702.00
And for open-mail matter of United States origin.....	22,865.82
The expenses of the United States postal agencies—	
at Panama, Colombia.....	\$853.59
and Shanghai, China.....	1,911.84
	2,765.43
And this Department's share of maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal L'Union Postale.....	664.73
Making the aggregate cost of the service.....	\$687,542.50
From this aggregate must be deducted the amount received by this Department for the intermediary transit of closed mails of foreign origin (including \$58,102.43 received for the transcontinental transportation between New York and San Francisco of closed mails passing between Great Britain and the Australasian colonies).....	\$130,723.78
For the intermediary transit of open mail-matter of foreign origin.....	35,216.69
And the amount collected as box rents at the United States postal agency at Shanghai.....	264.00
	166,204.47
Leaving the actual net cost of the service.....	\$521,338.03

From the postmasters' reports, which form the basis of Table D, it appears that of the aggregate sum of \$2,343,923.27 estimated in said Table to have been received by this Department as postage on articles exchanged with all foreign countries, the postage collected on the arti-

cles exchanged with foreign countries *other than Canada and Mexico*, amounted to \$1,728,743.17, or more than three times the net cost of the service.

While, as before stated, the estimates in Table D can not be considered as accurate, yet when there is opportunity to place them in comparison with exact data (as for instance in Table A), they are found to be approximately correct; and, consequently, there can be no question that during the last fiscal year the receipts largely exceeded the expenditures on account of the foreign mail service, *exclusive* of the expense attendant upon the transportation of the articles in our domestic service—that is to say, between the United States *exchange* post-offices and the United States post-offices at which the articles were mailed or delivered.

#### ESTIMATE FOR THE FISCAL YEAR 1890-1891.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1891, are as follows, viz:

For the sea transportation of the mails, including foreign closed mails; the railway transit across the Isthmus of Panama; the cost of maintaining the United States postal agency at Shanghai, and for contingencies.....	\$664,000
For balances due foreign countries, including the United States' share of the expenses of the international bureau of the Universal Postal Union, and for this Department's subscription for the monthly journal ( <i>L'Union Postale</i> ) of that bureau, and contingencies.....	161,000
<b>Total.....</b>	<b>\$825,000</b>

The foregoing estimate is based upon the percentage of increase of the business of this fiscal year over that of the fiscal year ended June 30, 1888, as follows:

Paid to vessels of United States register during 1888.....	\$86,890.45	
Paid to vessels of United States register during 1889.....	109,829.14	
Increase (26.40 per cent.) during 1889.....	22,938.69	
Cost for the year 1890 at the same rate of increase.....	138,824.03	
Cost for the year 1891 at the same rate of increase.....		\$175,473.57
Paid to vessels of foreign register during 1888.....	367,518.37	
Paid to vessels of foreign register during 1889.....	366,582.51	
Increase (5.13 per cent.) during 1889.....	19,064.14	
Cost for the year 1890 at the same rate of increase.....	406,414.19	
Cost for the year 1891 at the same rate of increase.....		427,263.24
Cost of transporting foreign closed mails during 1888.....	26,649.73	
Cost of transporting foreign closed mails during 1889.....	30,144.38	
Increase (13.11 per cent.) during 1889.....	3,493.65	
Cost for the year 1890 at the same rate.....	34,095.18	
Cost for the year 1891 at the same rate.....		38,565.06
Paid Panama Railroad Company during 1888.....	6,618.16	
Paid Panama Railroad Company during 1889.....	8,969.49	
Increase (35.83 per cent.) during 1889.....	2,371.33	
Cost for the year 1890 at the same rate.....	12,170.42	
Cost for the year 1891 at the same rate.....		16,531.08
Cost of the postal agency at Shanghai during 1888.....	1,534.14	
Cost of the postal agency at Shanghai during 1889.....	1,911.84	
Increase (24.62 per cent.) during 1889.....	377.70	
Cost for the year 1890 at the same rate.....	2,382.54	
Cost for the year 1891 at the same rate.....		2,969.12
For contingencies, including casualties.....		3,197.93
<b>Total on account of transportation of mails.....</b>	<b>\$664,000.00</b>	

Under the head of "balances" due foreign countries, the entire expense of the intermediary transportation by foreign governments of the United States mails (open and closed) for foreign destinations must be appropriated for, although only the balances found to be due from this country on account of intermediary transportation will be required to be actually paid.

These expenses are determined by statistics taken during a period of twenty-eight days, once every three years, to govern the accounts for a period of three years. For the last three years statistics taken in November, 1887, have governed; but for the year 1891 statistics to be taken in May, 1890, will govern, the result of which can not be anticipated. For the last three years the amounts charged annually to this Department have been:

For United States closed mails.....	\$109,702
For United States open-mail matter.....	28,865

Total.....	\$138,567
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Estimating these mails to have increased in the same ratio as the entire mails dispatched during the fiscal year 1889 as compared with those dispatched during the year 1888, we find the percentage of increase to be 12.14 per cent., and therefore that the annual charge against this Department will probably be.....

\$156,000.00

For the United States share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the monthly journal of the Union (L'Union Postale).....	1,000.00
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For contingencies.....	4,000.00
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Total estimate.....	\$825,000.00
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In order to furnish the detailed statistical information required by paragraph 5 of Article XXIX of the regulations for the execution of the revised Convention of the Universal Postal Union, to be furnished to the International Bureau at Berne, Switzerland, each United States exchange post-office makes an accurate count of the number of articles contained in the mails exchanged by it with all foreign countries, and the value of the United States postage-stamps attached thereto, during the first seven days of April and October in each year, and reports the results to this office. The totals furnished by these reports are in each instance multiplied by twenty-six to show, approximately, the operations for six months, and the aggregates of the two semi-annual counts are furnished to the International Bureau, and by it published, annually, in its statistical Tables, which are distributed to all the countries embraced in the Universal Postal Union.

The data thus obtained is obviously not accurate, but is sufficiently so for the purposes of comparing the operations of the various countries; and is of some value as furnishing the only data obtainable upon which to base an estimate of the amount of postage received by this Department on the mail matter exchanged with foreign countries, as compared with the cost of the service, and also as showing approximately (in connection with the net weights of the mails dispatched, as shown in Table A) the average weight of each article contained in the mails.

It should be borne in mind, however, that the estimated number of articles sent and the amount of postage received, as shown by Table D, includes the number of articles sent overland to Canada and Mexico and the postage collected thereon, while the weights of the mails and cost of the service, as stated in this report, do not embrace the expense of the overland transportation of said mails.

*D.—Estimate of THE NUMBER of articles exchanged with all foreign countries (including Mexico and Canada, by rail and sea) during the fiscal year ended June 30, 1889, based upon the count of such matter exchanged during seven days of October, 1888, and seven days of April, 1889, as made at United States exchanging post-offices, pursuant to the Postmaster-General's order of September 11, 1885.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
Prepaid letters.....	47, 447, 088	37, 677, 880	85, 124, 968	9, 769, 208	
Unpaid and short-paid letters.....	871, 970	1, 610, 934	2, 482, 904		738, 964
Postal-cards.....	1, 980, 166	1, 835, 842	3, 816, 008	124, 324	
Postal-cards with paid reply.....		3, 896	3, 896		
Articles of printed matter.....	41, 201, 696	39, 046, 738	80, 248, 434	2, 154, 938	
Commercial papers.....	5, 902	39, 858	45, 760		33, 956
Packages of samples of merchandise.....	389, 664	500, 124	889, 788		110, 460
Letters free of postage.....	147, 300	113, 752	261, 052	33, 548	
Other articles free of postage.....	116, 454	124, 618	240, 472		7, 564
Registered letters.....	795, 368	796, 760	1, 592, 128		1, 392
Other articles registered.....	59, 898	112, 408	172, 306		52, 510
Totals.....	93, 915, 506	81, 882, 210	174, 897, 716		
Demands for return receipts.....	26, 044	26, 090	52, 134		46
Postage prepaid on letters.....	\$1, 679, 193.48		\$1, 679, 193.48		
Postage prepaid on postal-cards.....	23, 331.74		23, 331.74		
Postage prepaid on other articles.....	488, 470.14		488, 470.14		
Postage due on letters.....	111, 477.31	\$149, 136.35	260, 613.66		\$37, 659.04
Postage due on other articles.....	4, 696.60	3, 791.56	8, 488.16	\$905.04	

Deducting from the figures in Table D the number of articles sent to Mexico and Canada, as shown by the postmasters' reports upon which said Table is based, and comparing the remainders with the aggregate weights given in Table A, the following results are obtained respecting articles dispatched by sea :

## E.

## Letters and post cards:

Table A, weight.....	{ grams.....	309, 810, 196
	{ lbs.....	683, 131
Table D, number.....		25, 832, 508
Average weight.....	{ grams.....	12
	{ ounce.....	4

## Other articles:

Table A, weight.....	{ grams.....	1, 554, 975, 505
	{ lbs.....	3, 428, 721
Table D, number.....		21, 394, 526
Average weight.....	{ grams.....	72
	{ ounces.....	2½
Aggregate weight of the mails.....	grams.....	1, 864, 785, 701
Aggregate number of articles sent.....		47, 227, 034
Average weight of each article contained in the mails.....	{ grams.....	39
	{ ounces.....	1½

The mails for transatlantic destinations have been assigned to steamers, for their conveyance, upon the same plan that has been in vogue during previous years; that is to say, in the case of two steamers leaving New York for Great Britain at about the same time on a given day, the mails have been assigned invariably to that steamer which, according to the record of its three voyages just preceding the assignment, delivered the mails in the shortest time at London.

The record upon which these assignments are made is based upon "trip reports" made to this office by the agents of the vessels upon the conclusion of each voyage, in connection with statements furnished

weekly by the British office showing the exact time of the arrival of the mails at the London post-office.

This plan has been rigidly adhered to, without any deviation whatever; a difference of twelve minutes in the time occupied in the trips of two competing steamers having more than once determined which steamer should convey the mails, and the equity of the plan appears to be generally admitted by those at interest; although on one or two occasions, and in the cases of steamers of very nearly equal speed, it has been claimed that an accidental detention (such as a fog) had occasioned the apparent delay of the steamer which failed to receive the mails, although her record of speed generally was better than the vessel which obtained the assignment of the mails.

The following Table (F) gives the details of the service in this respect; showing the average speed of the steamers employed during the year.

**F.**—*Number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the trans-Atlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1889, as shown by the records of this office.*

Lines and steamers.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.		
	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.	Quickest trip.
<b>Inman (New York to London via Queenstown):</b>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>	<i>Hours.</i>
City of Paris							3	176.1	3	176.1	173.8
City of New York	1	230.9	2	198.2	1	203	3	199.6	7	204.1	192.3
City of Chester					1	232.6			1	232.6	232.6
City of Berlin					1	239.3			1	239.3	239.3
City of Chicago			1	238.5	1	233.6	1	248.1	3	240.1	233.6
Ohio			1	256.7					1	256.7	256.7
<b>Cunard (New York to London via Queenstown):</b>											
Umbria	3	184.1	3	184.4	3	190.3	3	184	12	183	177.6
Etruria	4	182	3	188.5	3	198.4	3	194.4	13	190.2	177.6
Aurania	3	208.3	3	200.5	2	212.4	4	215.3	12	209.3	195.3
Servia	3	209.9	3	209.1	3	219.6	3	212.7	12	212.8	201.2
Gallia			1	237.9	1	237.8	1	223.2	3	229.6	223.2
Bothnia					1	243.6			1	243.6	243.6
<b>North German Lloyd (New York to London via Southampton):</b>											
Lahn	3	190.2	4	192.5	2	185.2	3	186	12	189	183.2
Trave	3	197.6	3	202.2	2	194.2	4	195.6	12	197.5	192.9
Aller	3	198.9	3	199.5	3	206.1	3	199.5	12	201	196.6
Eider	3	202.5	2	205.8			3	202.9	8	203.5	200.5
Seale	3	205.1	3	202.9	2	208.5	3	200.1	11	203.8	199.3
Erus	3	205.4	2	201.8	3	202.4	3	205	11	203.8	197
Werra	3	211.3	3	213.3	2	210.6	3	204.3	11	209.8	199.9
Fulda	3	212.2	2	210.9	3	207.4	4	210.3	12	210.1	201
Elbe	3	216.1	2	218.8	2	216	3	211.9	11	215.4	216
<b>Hamburg-American (New York to London via Plymouth and Southampton):</b>											
Augusta Victoria							2	189.5	2	189.5	183.7
Hammonia	3	236.2	1	231			1	232	5	234.3	220.5
Wieland	3	242	1	242.7			2	244	6	242.9	229.7
Gellert	1	248.4	1	258.9			3	252	5	252.6	246.4
Rhaetia	1	281.8							1	281.8	281.8
<b>Anchor (New York to London via Queenstown):</b>											
City of Rome	3	197.7	2	207.1					5	201.5	197.6
<b>Gulon (New York to London via Queenstown):</b>											
Alaska	3	204	2	218.6			3	198.4	8	205.2	193.7
Arizona	3	219.7	2	215	3	215.7	2	217.9	10	217.2	208.4
Wyoming	1	237.6	1	247.8			1	260.7	3	248.7	237.6

F.—Number of trips made per quarter and year, etc.—Continued.

Lines and steamers.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.	
	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.	Quickest trip.
Union (New York to London via Queenstown)—Cont'd.		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>
Wisconsin			1	247.5	1	245.2	1	253.7	3	248.8
Nevada					1	317.1			1	317.1
White Star (New York to London via Queenstown):										
Germanic	3	223.7	3	214.7	3	212	2	210.7	11	215.7
Britannic	4	216.7	2	216	2	218.5	3	214.8	11	216.4
Adriatic	3	235.2	3	233.9	3	232.7	2	236.7	11	233.3
Celtic			2	246.8	3	249.6	2	250.1	7	248.2
Republic			1	251.7	1	256.1			2	253.9
General Trans-Atlantic (New York to Paris via Havre):										
La Champagne	2	197.3	3	198	3	200.5	2	204	10	199.8
La Bretagne	2	198.5	2	200	4	202.3	2	204	10	201.4
La Bourgogne	3	205.2	3	206	1	200.5	4	203.7	11	204.4
La Gascogne	3	202.4	2	201.7	3	218.9	3	208	11	208.3
La Normandie	3	221.8	3	213.3	2	217.2	2	231.8	10	220.3

## THE UNIVERSAL POSTAL UNION.

The limits of the Universal Postal Union have been extended as follows, viz: The Regency of Tunis July 1, 1888; the "Territory of South-west Africa," a German protectorate, embracing Grand Namaqua, the Damaras country, and the southern part of Ovambo, July 1, 1888; the Marshall Islands in the Pacific Ocean, a German protectorate, October 11, 1888; the German post-office at Lamou, Sultanate of Zanzibar, April 1, 1889.

## PARCELS-POST.

The Parcels-Post Service has been extended by means of conventions concluded as follows: With Mexico, which went into operation July 1, 1888; the Hawaiian Kingdom, which went into operation March 1, 1889; the Leeward Islands, which went into operation June 1, 1889; the Republic of Colombia, which went into operation June 1, 1889; Salvador, which went into operation June 30, 1889.

These conventions are in all respects similar to those previously in operation with other foreign countries. The service appears to be growing in popularity, but has been so recently established that it has not yet come into such general use as to assume proportions of magnitude; or render it an important factor in our international postal business, except in the case of exchanges with Mexico, with which country there is daily communication overland; and to a more limited extent with the Hawaiian Kingdom by means of the regular mail service between San Francisco and Honolulu.

Although there is no formal Parcels-Post Service between the United States and Canada, yet the facilities of this service are practically secured to the two countries by the provisions of the convention which went into effect on the 1st of March, 1888, which allow unsealed packages of miscellaneous merchandise to be sent in the mails from one country to the other at the same postage rates and under the same con-



ditions as apply to similar articles in the domestic postal service of the country in which the packages are mailed, except that liquids are excluded, and that the packages are subject to all of the customs regulations of the country to which they are sent, including the payment of the customs duties chargeable thereon.

Under this arrangement, all the formalities of the parcels post system are dispensed with; no "certificates of mailing" are given to senders by postmasters; the senders are not required to make a "customs declaration," nor, are postmasters required to make up and forward with the mails "parcels bills" giving a description of each article sent; but the packages are treated exactly as similar packages are treated in the domestic service of the country in which the articles are mailed, and upon their arrival in the country of destination are handed to customs officers for the levy and collection of the proper customs duties.

The simplicity of this arrangement, and the fact that it has been in successful operation for more than a year, commend its extension to favorable consideration, and suggest the practicability, by means of agreements with other countries, of opening the international mails for the transmission of small unsealed packages of merchandise at the same rates of postage as, under present conditions, apply to packages of *patterns*, or *samples* of merchandise, in mails exchanged between countries of the Universal Postal Union.

I can see no objection to such an arrangement, and it would certainly give universal satisfaction to the large class of citizens who desire to send small articles by mail to friends in other countries, but can do so now only upon the prepayment in full of postage at the rate applicable to *letters* for those countries, unless the senders state that the articles are sent as "samples of merchandise," in which case they are allowed to be forwarded at the reduced rate of postage applicable to samples.

#### UNITED STATES POSTAL AGENCIES ABROAD.

Our postal agency which has been maintained for many years at Panama, for the care and custody at that port of United States mails for destinations on the west coast of Central and South America, was discontinued on the 30th of June, in consequence of an arrangement between this Department and the postal administration of the Republic of Colombia, under which the Colombian postal agent at Panama is charged with the duties, in connection with United States closed mails, formerly performed by the United States postal agent at that port. This arrangement is in consonance with the provisions of the convention of the Universal Postal Union which make no provision for the recognition of foreign postal agencies upon the territory of countries which are members of the Postal Union, but charge each country embraced in the Union with the duty of protecting and promptly forwarding to destination the closed mails received by it in transit from any other country of the Union.

Our postal agency at Shanghai, China, has been maintained at a cost of \$1,911.84, less \$264 collected as box rents; and has proved to be a great convenience to citizens of the United States resident in that city, especially since May, 1887, since which time all classes ofailable matter, including unsealed packages of merchandise, have been allowed to be included in the mails exchanged between the agency at Shanghai and the post-office in San Francisco. The Shanghai agency differs from the agency formerly at Panama, in that it is not located on territory within the limits of the Postal Union, and also that it is essentially a

post-office of the United States, and as such authorized to receive and deliver articles of mail matter subject to the regulations of this Department; prepayment of postage on articles mailed at the agency being effected by means of United States postage-stamps only.

That the advantages offered by this service for mail communication with the United States are appreciated by residents of Shanghai, appears to be evident from the circumstance that during the period from July 1, 1887, to June 30, 1889, postage-stamps of the value of \$5,748 were issued upon requisitions of the postal agent.

#### MAILS FOR BRAZIL.

In accordance with previous practice, articles addressed for delivery in Brazil, Uruguay, the Argentine Republic, and Paraguay, have been invariably included in the mails dispatched by steamers sailing from the United States for those countries direct, except in the case of articles specially addressed upon the covers to be forwarded via Europe.

This practice has given rise to no complaint so far as articles addressed for delivery at the *northern* ports of Brazil are concerned, with which ports we have communication, by means of steamers sailing for those ports direct at least twice, and generally three or four times, every month. But there has been complaint that articles addressed for delivery at Rio de Janeiro and points beyond have been delayed by this practice, for the reason that if the articles in question had been promptly forwarded to Great Britain they could have been dispatched by steamers sailing thence every week, and would have reached their destinations much more quickly than if held in this country for dispatch by the regular line of steamers sailing hence for Brazil, except in the case of articles mailed only a few days before the departure of the direct steamer.

There appears to be some ground for this complaint, and for the reasons stated; as there are usually but two sailings a month from this country for Rio de Janeiro, the dates of which are announced in advance, and these sailings sometimes occur within a few days of each other, so as practically to give the advantages of only one dispatch. Generally other steamers are tendered during the month, and their services are accepted and mails dispatched by them; but, as a rule, their sailing dates are announced only a few days in advance, and are then liable to change, so that they are practically of very little value in increasing our mail facilities with Brazil and the La Plata countries, and can not be relied on for the prompt dispatch of articles mailed at post-offices remote from the port from which the steamers sail.

#### GENERAL OBSERVATIONS.

The trans-Atlantic service, with frequent and regular dispatches by steamers which will deliver the mails at destinations in the shortest possible time, has given general satisfaction; and the few irregularities which have occurred—such as delays in forwarding and the missending of articles—may be legitimately accounted for by the insufficient accommodations and clerical force in the post-office in New York. I am convinced that with proper facilities granted to that office, involving an increased annual expense in its foreign department of about \$25,000, the service would be second to that of no other country in point of promptness and dispatch and distribution and accuracy of treatment in every detail.

The trans-Pacific service has also given general satisfaction by reason of the regularity of the sailings of the steamers leaving San Francisco. There have been, regularly, at least two dispatches of mails each month

from San Francisco for the Hawaiian Kingdom, and for Japan and China, at intervals of about two weeks; while the mails for the Australasian colonies have been dispatched regularly once a month.

The service at the San Francisco post-office has been efficient, although performed only at the expense of extraordinary labor on the part of the clerical force, rendered necessary by the limited number of clerks detailed for duty in connection with the foreign-mail service at that office. In this connection, perhaps, it may not be out of place to call attention to the remarkable precision of the transcontinental railway mail service between New York and San Francisco, which has enabled the British-Australian closed mails using that route to be delivered at the terminal points without giving cause for complaint, so far as delays en route across the continent are concerned. The service to the West Indies and to Central and South America has given rise to well-founded complaint on account of the infrequency of the service in some directions and the irregularity and uncertainty of the dispatches in others; the only cases in which the dispatches can be relied on as regular and certain being those made by vessels under contract with the governments of other countries.

Under existing legislation this Department has no control whatever over the movements of steamers. Their movements are controlled entirely by the exigencies of trade or commerce. If their interests demand that their sailing dates be advanced or postponed—even after they have been advertised to sail on a certain day—the change is made, and the mails must be ready for dispatch on the new date, or fail of dispatch; and in this condition of affairs correspondents in the interior of the country can be given no assurance that their letters will leave this country by the steamer for which they were intended, and which is announced in the foreign mail steam-ship schedule, published monthly by this Department, to sail from a certain port on a certain day. It should be added, however, in justice to the agents of the steamers in question, that as a rule they notify the postmaster at the port of departure as far in advance as possible of contemplated changes in the sailings of their vessels; and public notice of these changes is given by this Department whenever practicable.

Your attention is invited to the following subjects, viz:

(1) The recommendations of several of your predecessors relative to the advisability of legislation to authorize the payment of an indemnity to the senders or addressees of articles mailed abroad which are lost or destroyed in the postal service of the United States. If such legislation were enacted, senders in this country would be entitled to indemnity from foreign governments for articles mailed in the United States addressed for delivery abroad and lost or destroyed in the postal service of those foreign countries which acknowledge the principle of responsibility for the loss of registered articles in their service, which countries, *in addition to those of Europe*, are as follows, viz:

Egypt.	British Guiana.	Trinidad.
British India.	British Honduras.	Turk's Islands.
Persia.	Hong-Kong.	Virgin Isles.
The Danish Colonies.	Jamaica.	St. Vincent.
The Spanish Colonies.	Labuan.	Cyprus.
The French Colonies.	Lagos.	Barbados.
The Netherlands Colonies.	Mauritius.	Chili.
The Portuguese Colonies.	Montserrat.	Hawaiian Kingdom.
The Republic of Colombia.	Navis.	Japan.
The Republic of Hayti.	St. Kitts.	Venezuela.
Antigua.	St. Lucia.	The Falkland Islands.
Bahamas.	Seychelles.	Nicaragua.
Bermudas.	Sierra Leone.	Liberia.
Ceylon.	Straits Settlements.	Bolivia.
Dominica.	Gold Coast.	Salvador.
Gambia.	Newfoundland.	
Grenada.	Tobago.	

(2) That early provision be made for the exchange of postal-cards with paid reply, with those countries which now permit the circulation of such cards in the mails they exchange with other countries. As every country of the Postal Union is required to treat as fully prepaid, the reply-half of a double postal-card addressed for delivery in the country which issued the card, the introduction of these double cards into our international service would prove to be a great convenience to persons in the United States who wish to prepay postage on the replies of their correspondents in other countries, but which they are not now able to do, for the reason that the postage-stamps of one country are not valid for the prepayment of postage on articles mailed in any other country.

(3) The effect of the repeal of sections 3976 and 4203, Revised Statutes, which took effect on the 1st of April, 1885, and in consequence of which vessels sailing for foreign ports since that date are not required to receive such mails as may be tendered to them for conveyance by duly authorized officials of the Government. The re-enactment of the provisions of these sections, to the extent, at least, of requiring vessels to receive and convey such mails as may be tendered, but without prejudice to their claims for equitable compensation for services rendered, would certainly be of advantage to the postal service.

(4) The fourth congress of the Universal Postal Union will assemble in Vienna, Austria, next year, in which the United States is entitled to be represented by two delegates. The expenses of these delegates have been provided for in the "act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1890." It is not yet known what specific subjects will be submitted for consideration; but it is probable that the question of abolishing all charges for the intermediary transit of mails exchanged between countries of the Postal Union will be submitted; and also the question of admitting to the mails small packages containing articles of miscellaneous merchandise not sent as "patterns or samples," for the transmission of which no provision is now made.

Relative to the proposition to abolish intermediary transit rates, I have to say that it would apply only to mails exchanged between two countries both of which are embraced in the Postal Union, and consequently would not affect the closed mails passing between Great Britain and the Australasian colonies via the United States, those colonies not being embraced in the Postal Union.

From the item "cost of the service," it will be seen that the amounts now paid annually by this Department on account of intermediary transit are—

For closed mails .....	\$109,702.00
For open-mail matter .....	28,865.00
	<hr/>
	138,567.00
The amounts received (exclusive of the British-Australia closed mails) are:	
For closed mails (\$130,723.78 less \$58,102.43) .....	\$72,621.35
For open-mail matter .....	35,216.69
	<hr/>
	107,838.04
Leaving the net cost to this Department. ....	<hr/>
	\$30,728.96

Relative to admitting to the mails small packages of merchandise not sent as "samples": Existing regulations provide for the transmission of packages of *samples* of merchandise up to certain limits of size and weight, provided the "samples" have no salable value and are not

liable to customs duty; but no provision whatever is made for the transmission of articles of miscellaneous merchandise not sent as "samples." In other words, an article of merchandise to be mailable to a Postal-Union country must be a "sample," "have no salable value," and "not liable to customs duty."

It is impracticable to strictly enforce these conditions, and for the following reasons: (1) The same article may or may not be a "sample" according to the motive of the sender, of which the postmaster at the mailing post-office can have no personal knowledge; (2) every sample must have *some* salable value, and many articles are of no value as samples unless they are in exactly the condition of the article they represent when said article is offered for sale; (3) each country does not advise every other country (nor is it required so to do) of the articles which under its laws are liable to customs duties; nor would it be practicable, if such information were furnished, to require postmasters to consult the tariff schedules of foreign countries before accepting any article, in order to ascertain its dutiable character in the country to which it is addressed. It would seem reasonable, therefore, to provide for admitting to the mails packages of miscellaneous merchandise, within certain limits as to size and weight, without regard to their character as samples.

The foregoing items are simply submitted for your consideration; leaving the incoming Superintendent of Foreign Mails to make such recommendations in regard to them as his judgment may dictate.

I append hereto statistics showing the length of the mail routes, number of articles in international mails dispatched, the postal revenues, and subsidies paid steam-ship companies, relating to various countries of the Postal Union, during the year 1887, which have been collated by the very efficient translator of this office, Mr. Jacobson, from the most recent statistical Tables published by the International Bureau of the Universal Postal Union; and also copies of the Parcels-Post Conventions with the Hawaiian Kingdom, the Leeward Islands, the Republic of Colombia, and Salvador, which have gone into operation this year. A copy of the Parcels-Post Convention with Mexico, which took effect July 1, 1888, accompanied the report of the Superintendent of Foreign Mails for the fiscal year ended June 30, 1888.

In conclusion, permit me to say that in the crippled condition of this office, the Superintendency being vacant and one clerk of class 3 permanently detached, the transaction of the public business has been rendered possible only by the untiring industry of the clerks remaining on duty, who have answered with cheerful alacrity every demand made upon them.

I am, very respectfully, your obedient servant,

N. M. BROOKS,  
*Acting Superintendent of Foreign Mails.*

## APPENDIX.

**STATISTICS OF THE POSTAL SERVICE IN THE PRINCIPAL COUNTRIES OF THE UNIVERSAL POSTAL UNION.**

The following statistics relative to the operations of the year 1887 have been taken from the "General Statistics of the Postal Service," published in 1889, by the International Bureau, Berne, Switzerland:

*Length of postal routes and annual transportation.*

Countries.	Railroads.	All other routes.
<i>Length of postal routes.</i>	<i>Miles.</i>	<i>Miles.</i>
United States.....	131,718	243,614
Germany.....	24,033	63,106
France.....	21,669	49,459
Russia.....	18,213	200,742
Austria-Hungary.....	17,391	63,366
British India.....	12,710	86,801
Italy.....	8,532	26,436
All other countries reported (28).....	49,350	.....
All other countries reported (34).....	.....	379,718
<i>Annual transportation.</i>		
United States.....	170,686,676	87,884,815
Germany.....	84,846,984	51,864,169
Italy.....	62,298,289	22,698,176
France.....	58,687,759	34,429,875
Austria-Hungary.....	34,282,412	39,532,556
Russia.....	18,630,609	24,736,047
British India.....	16,189,940	55,712,144
All other countries reported (25).....	78,532,020	.....
All other countries reported (35).....	.....	124,716,114

*Number of articles of mail matter dispatched in the international mails.*

Countries.	Letters.	Postal-cards.	Prints.	Samples.	Parcels of merchandise.
Austria-Hungary.....	59,057,970	16,111,170	11,130,100	2,294,460	2,063,280
Germany.....	54,324,650	9,272,790	20,022,920	2,109,280	2,769,668
France.....	39,660,261	1,653,698	35,302,340	2,679,217	1,665,721
United States.....	39,278,686	1,813,972	37,771,900	316,484	.....
Italy.....	20,058,406	2,529,303	8,478,964	618,994	247,972
Russia.....	9,771,254	1,616,603	3,092,471	.....	6,118
British India.....	3,814,955	1,432,471	.....	.....	47,407
All other countries reported (37).....	60,067,170	11,560,569	27,636,656	1,884,006	1,203,089

*Postal income and expenditure.*

Order.	Countries.	Income.	Order.	Countries.	Expenditure.
1	Germany.....	\$51,494,055.00	1	United States.....	\$53,006,194.34
2	United States.....	48,837,609.34	2	Germany.....	44,183,716.96
3	Great Britain.....	43,003,251.02	3	Great Britain.....	28,630,681.50
4	France.....	34,173,429.20	4	France.....	26,567,782.08
5	Austria-Hungary.....	17,413,873.91	5	Russia.....	17,805,771.61
6	Russia.....	15,310,630.17	6	Austria-Hungary.....	14,289,699.15
7	Italy.....	8,137,817.78	7	Italy.....	6,867,323.33
8	British India.....	5,830,140.14	8	British India.....	4,442,206.28
9	Switzerland.....	4,073,046.71	9	Switzerland.....	3,777,265.53
10	Belgium.....	2,958,395.48	10	Canada.....	3,337,066.50
11	Canada.....	2,512,141.07	11	Spain.....	2,783,251.84
12	Netherlands.....	2,413,978.38	12	Japan.....	2,456,220.67
13	Japan.....	1,818,758.27	13	Brazil.....	2,354,363.76
14	Sweden.....	1,738,123.06	14	Belgium.....	1,897,476.21
15	Denmark.....	1,210,398.14	15	Netherlands.....	1,859,325.90
16	Argentine Republic.....	1,106,890.89	16	Sweden.....	1,708,303.21
17	Brazil.....	985,674.35	17	Denmark.....	1,212,767.99
18	Roumania.....	974,499.07	18	Portugal.....	938,422.74
19	Portugal.....	883,124.38	19	Norway.....	653,882.64
20	Norway.....	634,206.43	20	Roumania.....	615,513.93
21	Egypt.....	610,943.43	21	Chili.....	510,815.22
22	Chili.....	418,175.91	22	Egypt.....	452,341.24
23	Bulgaria.....	338,214.88	23	Bulgaria.....	447,806.32
24	Greece.....	203,069.96	24	Greece.....	238,787.12
25	Uruguay.....	190,899.00	25	Uruguay.....	181,107.43
26	Luxemburg.....	104,190.08	26	Servia.....	109,361.13
27	Peru.....	87,062.49	27	Peru.....	100,784.79
28	Servia.....	79,353.88	28	Luxemburg.....	98,771.41
29	Bolivia.....	47,594.95	29	Bolivia.....	73,454.83
30	San Domingo.....	24,119.01	30	Haiti.....	26,835.10
31	Haiti.....	15,304.90	31	Siam.....	26,650.79
32	Siam.....	11,876.25	32	Paraguay.....	18,427.64
33	Paraguay.....	9,812.12	33	San Domingo.....	16,732.05
34	Congo.....	4,202.76			

*Postal surplus and deficiency.*

Order.	Countries.	Surplus.	Order.	Countries.	Deficiency.
1	Great Britain.....	\$14,372,569.52	1	United States.....	\$4,168,585.00
2	France.....	7,605,647.12	2	Russia.....	2,495,341.44
3	Germany.....	7,310,338.04	3	Brazil.....	1,368,689.41
4	Austria-Hungary.....	3,124,174.76	4	Canada.....	824,865.43
5	British India.....	1,387,933.86	5	Japan.....	637,462.40
6	Italy.....	1,270,495.45	6	Bulgaria.....	209,591.44
7	Belgium.....	1,060,919.27	7	Argentine Republic.....	87,149.93
8	Netherlands.....	554,652.48	8	Chili.....	62,639.31
9	Roumania.....	358,985.14	9	Portugal.....	55,298.36
10	Switzerland.....	295,781.18	10	Greece.....	35,717.16
11	Egypt.....	158,602.19	11	Servia.....	20,007.25
12	Sweden.....	29,819.85	12	Bolivia.....	25,859.88
13	Uruguay.....	9,791.57	13	Norway.....	19,586.21
14	San Domingo.....	7,386.96	14	Siam.....	14,774.54
15	Luxemburg.....	5,418.67	15	Peru.....	13,722.30
			16	Haiti.....	11,530.20
			17	Paraguay.....	8,615.52
			18	Denmark.....	2,369.85

*Subsidies paid to steam-ship companies.*

Order.	Countries.	Subsidy paid per annum.	Order.	Countries.	Subsidy paid per annum.
1	France.....	\$5,217,569.52	9	Greece.....	\$105,185.00
2	Great Britain.....	2,758,090.62	10	Chili.....	48,250.00
3	Italy.....	1,738,736.74	11	Denmark.....	39,163.50
4	Brazil.....	1,241,988.50	12	Austria.....	34,383.91
5	Spain.....	997,504.86	13	Japan.....	23,785.89
6	British India.....	276,830.90	14	Peru.....	4,228.70
7	Belgium.....	148,798.30	15	Roumania.....	568.05
8	Netherlands.....	112,599.09			

## PARCELS-POST CONVENTION

BETWEEN

THE UNITED STATES OF AMERICA AND THE HAWAIIAN KINGDOM.

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For the purpose of making better postal arrangements between the United States of America and the Hawaiian Kingdom, the undersigned, Don M. Dickinson, Postmaster-General of the United States of America, and H. A. P. Carter, Envoy Extraordinary and Minister Plenipotentiary of the Hawaiian Kingdom at Washington, 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 San Francisco, in the State of California, 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 Honolulu, in the Island of Oahu, and such other offices within the Hawaiian Islands as may be hereafter designated by the Postmaster-General of the Hawaiian Kingdom; 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.

1. 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 5 kilograms or 11 pounds in weight, nor the following dimensions: Greatest length, 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; also opium.

2. All admissible articles of merchandise mailed in one country for the other, or received in one country from the other, shall be free from any detention or inspection whatever, except such as is required for collection of customs duties, and shall be forwarded by the most speedy means to their destination, being subject in their transmission to the laws and regulations of each country respectively.

### ARTICLE III.

1. A letter or communication of the nature of personal correspondence must not accompany, be written on, or inclosed with any parcel.

2. If such be found, the letter will be placed in the mails, if separable, and if 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.

3. No parcel may contain parcels intended for delivery at an address other than the one 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.

1. The following rates of postage shall in all cases be required to be fully prepaid with postage stamps of the country of origin, viz:

2. For a parcel not exceeding four hundred and sixty grams or one pound in weight, twelve cents; and for each additional four hundred and sixty grams or one pound, or fraction thereof, twelve cents.

3. The packages shall be promptly delivered to addressees at the post-offices of address in the country of destination, free of charge for postage; but 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 on each single parcel of whatever weight; and if the weight exceeds four hundred and sixty grams or one pound, a charge equal to one cent for each one hundred and fifteen grams or four ounces, of weight, or fraction thereof.

### ARTICLE V.

1. The sender will, at the time of mailing the package, receive a receipt of mailing from the post-office where the package is mailed, on a form like Model I annexed hereto.

2. The sender of a package may have the same registered by paying the registration fee required for registered articles in the country of origin.

3. 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.

4. 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.

## ARTICLE VI.

1. The sender of each package shall make a customs declaration, pasted upon or attached to the package, upon a special form provided for the purpose (see Model 2 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.

2. 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 the customs duties properly chargeable thereon shall be collected on delivery, in accordance with the customs regulations of the country of destination.

## ARTICLE VII.

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 VIII.

1. The packages shall be considered as a component part of the mails exchanged direct between the United States of America and the Hawaiian Kingdom, to be dispatched by the country of origin to the other at its cost and by such means as it provides, in boxes prepared expressly for the purpose, or ordinary mail sacks, to be marked "Parcels Post," and to be securely sealed with wax or otherwise, as may be mutually provided by regulations thereunder.

2. Each country shall return to the dispatching office by next mail all bags, boxes, or sacks used in the exchange of parcels.

3. 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.

4. 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 must be inclosed in one of the boxes or sacks of such dispatch under the form of Model 3, annexed hereto.

## ARTICLE IX.

Exchanges of mails under this Convention from any place in either country to any place in the other, shall be effected through the post-offices of both countries already designated as exchange post-offices, or through such others 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.

## ARTICLE X.

1. As soon as the mail shall have reached the exchange office of destination, that office shall check the contents of the mails.

2. In the event of the parcel bill not having been received, a substitute should at once be prepared.

3. Any errors in the entries on the parcel bill which may be discovered shall, after verification by a second officer, be corrected and noted for report to the dispatching office on a form, "Verification Certificate," which shall be sent in the special envelope.

4. 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.

5. Should a parcel be received in a damaged or imperfect condition, full particulars shall be reported on the same form.

6. 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 XI.

If a package can not 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 can not 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 XII.

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 XIII.

The Postmaster-General of the United States of America, and the Postmaster-General of the Hawaiian Kingdom, 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 II of this Convention.

## ARTICLE XIV.

This Convention shall be ratified by the contracting countries in accordance with their respective laws, and its ratifications shall be exchanged

at the city of Washington as early as possible. Once ratified, and its ratifications exchanged, it shall take effect, and operations thereunder shall begin on the 1st day of March, 1889, 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 19th day of December, one thousand eight hundred and eighty-eight.

[L. s.] (Signed)

DON M. DICKINSON,  
*Postmaster-General of the United States of America.*

[L. s.] (Signed)

H. A. P. CARTER,  
*Envoy Extraordinary and Minister Plenipotentiary  
of the Hawaiian Kingdom.*

The foregoing Parcels Post Convention between the United States of America and the Hawaiian Kingdom, 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.

[Great Seal of U. S.]

GROVER CLEVELAND.

By the President:

T. F. BAYARD,  
*Secretary of State.*

WASHINGTON, D. C., January 29, 1889.

The foregoing Parcels Post Convention between the Hawaiian Kingdom 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 Hawaiian Kingdom to be hereunto affixed.

[Great Seal of Hawaiian Kingdom.] (Signed) KALAKAUA, REX.

By the King:

JONA. AUSTIN,  
*Minister of Foreign Affairs.*

HONOLULU, January 10, 1889.

FORM No. 1.

*Parcel Post.*

A parcel addressed as under has been posted here this day.	
<div style="border: 1px solid black; width: 150px; height: 100px; display: flex; align-items: center; justify-content: center;">Office stamp.</div>	.....
	.....
	.....
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.	

**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 No. 2.

*Parcel Post between the United States and Hawaii.*

Date. Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.
-----------------	------------------------------	---

Description of parcel: [State whether box, basket, bag, etc.]	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.....

## FORM No. 3.

Date stamp of the United States Post-Office.	<i>Parcels from the United States for Hawaii.</i>	Date stamp of the Hawaiian Post-Office.
	Parcel Bill No. ...., dated ..... 18.... by "U. S. ...."	
* Sheet No. ....		

  

Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Remarks.

  

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.

*Do.*

* Total number of parcels sent by the mail to Hawaii.....	* Total weight of mail.....
* Number of boxes or other receptacles forming the mail.....	* Deduct weight of receptacles.....
Signature of dispatching officer at the United States Post-Office.....	* Net weight of parcels.....
	Signature of receiving officer at Hawaiian Post-Office. .....

The undersigned, Don M. Dickinson, Postmaster-General of the United States of America, and H. A. P. Carter, Envoy Extraordinary and Minister Plenipotentiary of the Hawaiian Kingdom at Washington, having met together in the Post-Office Department for the purpose of exchanging the ratifications of the Parcels Post Convention concluded between the United States of America and the Hawaiian Kingdom, and signed at Washington on the 19th day of December, 1888, 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 thirtieth day of January, one thousand eight hundred and eighty-nine.

[Seal of Post-Office Dep. of U. S.]

DON. M. DICKINSON,  
*Postmaster-General of the United States of America.*

[Seal of Hawaiian Legation.]

H. A. P. CARTER,  
*Envoy Extraordinary and Minister Plenipotentiary  
of the Hawaiian Kingdom.*

# PARCELS-POST CONVENTION

BETWEEN

THE UNITED STATES OF AMERICA AND THE LEEWARD ISLANDS.

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For the purpose of making better postal arrangements between the United States of America and the Leeward Islands, the undersigned, John Wanamaker, Postmaster-General of the United States of America, and the Honorable Henry George Edwardes, Her Britannic Majesty's Chargé d'Affaires, Secretary of Legation at Washington, 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, 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 Antigua, and such other offices within the Leeward Islands, as may be hereafter designated by the Governor of the Leeward Islands; 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 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 the Leeward Islands, 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 Form 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 Form 2, annexed hereto.

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 the Leeward Islands 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 the Leeward Islands, 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 Form 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 Governor of the Leeward Islands, 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 June, 1889, 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 third day of April, 1889.

{ Seal of Post-Office }  
{ Dep't of U. S. }

JNO. WANAMAKER,  
*Postmaster-General of the United States.*  
H. G. EDWARDES,  
*Her Britannic Majesty's Chargé d'Affaires,*  
*Secretary of Legation.*

The foregoing Parcels Post Convention between the United States of America and the Leeward Islands, 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.

{ Great Seal of }  
{ U. S. }

BENJ. HARRISON.

By the President:

JAMES G. BLAINE,  
*Secretary of State.*

WASHINGTON, *April 5th*, 1889.

## REPORT OF THE POSTMASTER-GENERAL.

## FORM 1.

## A.

*Parcel Post between the United States and the Leeward Islands.*

Date Stamp.	FORM OF CUSTOMS DECLARATION.			Place to which the parcel is addressed.
Description of parcel: [State whether box, basket, bag, etc.]	Contents.	Value.	Per cent.	Total customs charges.
		\$		\$
	Total.	\$		\$

Date of posting:....., 18...; signature and address of sender { .....

[X] 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 the Leeward Islands.

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 the Leeward Islands.

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 for the Leeward Islands.</i>	Date stamp of the Leeward Islands 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 the Leeward Islands.	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.

*Use.*

* Total number of parcels sent by the mail to the Leeward Islands.....	* 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, Leeward Islands. .....	

# PARCELS POST CONVENTION

BETWEEN THE

## UNITED STATES OF AMERICA AND THE REPUBLIC OF COLOMBIA.

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For the purpose of making better postal arrangements between the United States of America, and the Republic of Colombia, the undersigned, Don M. Dickinson, Postmaster General of the United States of America, by virtue of authority vested in him by law, and Rufino Gutierrez, Director General of Posts and Telegraphs of the Republic of Colombia, duly empowered thereto by the President of the Republic of Colombia, have agreed upon the following articles for the establishment of a parcels post system of exchanges between the two countries.

### ARTICLE I.

1. 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 five kilograms or eleven pounds in weight, nor the following dimensions: greatest length in any direction sixty centimeters, or two feet; greatest girth one hundred and twenty centimeters or four feet; and must be so wrapped or enclosed as to permit

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Con objeto de establecer mejores arreglos postales entre los Estados Unidos de América y la República de Colombia, los infrascritos, Don M. Dickinson, Administrador General de Correos de los Estados Unidos de América, en ejercicio de las facultades que le concede la Ley, y Rufino Gutierrez, Director General de Correos y Telégrafos de la República de Colombia, debidamente autorizado para ello por el Presidente de la República de Colombia, han convenido en los siguientes artículos para el establecimiento de un sistema de Paquetes Postales, entre los dos países.

### ARTÍCULO I.

1. Se admitirán en las balijas que se cambien conforme á esta Convencion, mercancías y objetos trasmisibles por el correo, de cualquiera género que sean, exceptuando cartas, tarjetas postales y todo papel escrito, que se admitan conforme á los reglamentos que rigen respecto de las balijas domésticas del país de origen, con tal de que ningún paquete exceda de cinco kilogramos ú once libras de peso, ni de las dimensiones siguientes: máximo de largo en cualquiera direccion, sesenta centímetros ó dos pies; máximo de perimetro, un metro veinte centime-

their contents to be easily examined by postmasters and customs officers.

2. 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, 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 or immoral articles, other articles which may destroy or in any way damage the mails, or injure the persons handling them.

3. All admissible articles of merchandise mailed in one country for the other, or received in one country from the other, shall be free from any detention or inspection whatever, except such as is required for collection of customs duties, and shall be forwarded by the most speedy means to their destination, being subject in their transmission to the laws and regulations of each country respectively.

## ARTICLE II.

1. A letter or communication of the nature of personal correspondence must not accompany, be written on, or enclosed with any parcel.

2. If such be found, the letter will be placed in the mails if separable, and if inseparably attached, the whole package will be rejected. If, however, any such should in-

tros ó cuatro pies; y debera envolverse ó cubrirse de manera que permita que su contenido sea facilmente examinado por los empleados del correo y de la aduana.

2. Será prohibida la admision en las balijs que se cambien entre los dos países, conforme á esta Convencion, de los objetos siguientes:

Publicaciones que violen las leyes de propiedad literaria del país de destino, líquidos, venenos, materias explosivas ó inflamables, sustancias grasosas, las facilmente liquidables, animales vivos ó muertos, no disecados, insectos y reptiles, dulces, pastas, frutas y vegetales que puedan descomponerse facilmente, sustancias que exhale mal olor, billetes ó circulares de lotería, todo objeto obsceno ó inmoral, y otros artículos que puedan destruir ó de alguna manera dañar las balijs, ó causar perjuicio á las personas que las manejen.

3. Todos los paquetes de mercancías admisibles que se depositen en el correo de un país con destino al otro, ó que se reciban en un país procedentes del otro, serán libres de toda detencion ó inspeccion de cualquiera género que sea, exceptuando solamente la que fuere necesaria para cobrar los derechos aduanales, y se despacharán á su destino por la via mas rapida, quedando sujetos en su trasmision á las leyes y reglamentos de cada país respectivamente.

## ARTÍCULO II.

1. Ninguna carta ó comunicacion que tenga el carácter de correspondencia personal, podrá acompañar al paquete, ya sea que esté escrita sobre él, ó incluida en el mismo.

2. Si se encontrare alguna carta, se pondrá en el correo, si pudiere separarse, y si estuviere adherida de manera que no se pueda separar, se desechará el paquete en-

advertently be forwarded, the country of destination will collect double rates of postage according to the Universal Postal Union Convention.

3. No parcel may contain parcels intended for delivery at an address other than the one borne by the parcel itself. If such enclosed parcels be detected, they must be sent forward singly, charged with new and distinct parcel post rates.

### ARTICLE III.

1. The following rates of postage shall in all cases be required to be fully prepaid with postage stamps of the country of origin, viz:

2. For a parcel not exceeding four hundred and sixty grams or one pound in weight, twelve cents; and for each additional four hundred and sixty grams or one pound, or fraction thereof, twelve cents.

3. The packages shall be promptly delivered to addressees at the post offices of address in the country of destination, free of charge for postage; but 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 on each single parcel of whatever weight; and if the weight exceeds four hundred and sixty grams or one pound, a charge equal to one cent for each one hundred and fifteen grams or four ounces of weight, or fraction thereof.

### ARTICLE IV.

1. The sender will, at the time of mailing the package, receive a receipt of mailing from the post office where the package is mailed, on a form like Model I annexed hereto.

tero. Sin embargo, si alguna carta fuere enviada inadvertidamente, el país de destino cobrará doble porte por ella, conforme á la Convencion de la Union Postal Universal.

3. Ningun paquete podrá contener bultos que tengan que entregarse á una direccion diferente de la que aparezca sobre el mismo paquete. Si se descubrieren tales bultos, se enviarán uno por uno, cobrandose nuevo y distinto porte por cada uno de ellos.

### ARTÍCULO III.

1. Se pagarán previamente y en su totalidad, en todo caso, los siguientes portes de correo en estampillas del correo del país de origen, á saber:

2. Por un paquete que no exceda del peso de cuatrocientos sesenta gramos ó una libra, doce centavos, y por cada cuatrocientos sesenta gramos ó una libra adicionales, ó fraccion de este peso, doce centavos.

3. Los paquetes se entregarán prontamente á las personas á quienes se dirijan, en la oficina de Correos de su direccion, en el país de su destino, libres de todo recargo por porte de correo; pero el país del destino puede, á su opcion, imponer y cobrar á la persona á quien se dirija el paquete, y en compensacion del servicio interior y de entrega, un recargo que no exceda de cinco centavos por cada paquete que no pase de cuatrocientos sesenta gramos, ó una libra, y si el paquete excediese de ese peso, se cobrará un centavo por cada ciento quince gramos ó cuatro onzas de peso, ó fraccion de ese peso.

### ARTÍCULO IV.

1. Al depositar en el correo un paquete, se entregará al remitente un recibo que acredite su entrega en la oficina de correo que lo recibió, conforme al modelo anexo No. I.



2. The sender of a package may have the same registered by paying the registration fee required for registered articles in the country of origin.

3. 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.

4. 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.

2. El remitente de un paquete podrá certificarlo, pagando el derecho de certificación que se cobre en el país de su origen.

3. Se enviará al remitente cuando así lo solicite, un documento que justifique la entrega de un objeto certificado; pero cada país puede exigir del remitente el pago previo de un derecho por ese servicio, que no exceda de cinco centavos.

4. Se informará á las personas á quienes se dirijan artículos certificados de la llegada de un paquete dirigido á ellas, por la oficina de correos de destino.

#### ARTICLE V.

#### ARTÍCULO V.

1. The sender of each package shall make a Customs Declaration, pasted upon or attached to the package, upon a special Form provided for the purpose (See Model 2 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.

2. 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 the customs duties properly chargeable thereon shall be collected on delivery, in accordance with the customs regulations of the country of destination.

1. El remitente de cada paquete hará una declaración aduanal que se pegará ó agregará al paquete, según una fórmula especial que se le facilitará para ese objeto, (Vease el modelo anexo No. 2) que contenga una descripción general del paquete, una manifestación exacta de su contenido y valor, fecha del envío, fecha y lugar de residencia del remitente y lugar de su destino.

2. Estos paquetes quedarán sujetos en el país de su destino á todos los reglamentos y derechos aduanales que estuvieren vigentes en el mismo país, para proteger las rentas de sus aduanas; los derechos aduanales que debidamente corresponda cobrar sobre los mismos paquetes, serán cobrados al entregarse estos, de acuerdo con los reglamentos aduanales del país de destino.

#### ARTICLE VI.

#### ARTÍCULO VI.

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.

Cada país retendrá para su propio uso, el total del porte de correo, de los derechos de certificación y de entrega que colecte sobre dichos paquetes; y en consecuencia, esta Convención no motivará cuentas separadas entre los dos países.

## ARTICLE VII.

## ARTÍCULO VII.

1. The packages shall be considered as a component part of the mails exchanged direct between the United States of America and the Republic of Colombia, to be despatched by the country of origin to the other at its cost and by such means as it provides, in ordinary mail sacks to be marked "Parcels Post" and to be securely sealed with wax or otherwise as may be mutually provided by regulations hereunder.

2. Each country shall return to the despatching office by next mail, all bags or sacks used in the exchange of parcels.

3. 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.

4. Each despatch 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 must be enclosed in one of the sacks of such despatch under the Form of Model 3, annexed hereto.

1. Los paquetes se considerarán como parte componente de las balijas cambiadas directamente entre los Estados Unidos de América y la República de Colombia, y serán despachados por el país de su origen al otro, á su costo y por los medios que él provea, en sacos ordinarios de correspondencia que se marcarán: "Paquetes Postales" y se sellarán con la seguridad debida, con lacre, ó de alguna otra manera que se determine mutuamente por los reglamentos respectivos.

2. Cada país devolverá á la oficina de correo que los despache, por el próximo correo, todos los sacos usados en el cambio de paquetes.

3. Aunque los objetos admitidos conforme á esta Convencion se transmitirán en la forma designada, entre las oficinas de cambio deberán empacarse cuidadosamente, á fin de que puedan transmitirse en balijas abiertas de un país, tanto á la oficina de correos de cambio en el país de su origen, como á la oficina de correos á donde se dirijan, en el país de su destino.

4. Cada envío de paquetes postales irá acompañado de una lista descriptiva, hecha por duplicado, de todos los paquetes enviados, que demuestre distintamente el número de lista de cada paquete, el nombre del remitente, el nombre de la persona á quien se dirige con la direccion de su destino, y deberá incluirse en uno de los sacos del mismo envío, de acuerdo con el modelo número 3, anexo á esta Convencion.

## ARTICLE VIII.

## ARTÍCULO VIII.

Exchanges of mails under this Convention from any place in either country to any place in the other shall be effected through the post offices of both countries already designated as Exchange

El cambio de balijas conforme á esta Convencion, de cualquiera lugar de un país á cualquiera lugar del otro, se verificará por las oficinas de correos de ambos países, ya designadas como oficinas

Post Offices, or through such others 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.

#### ARTICLE IX.

1. As soon as the mail shall have reached the exchange office of destination, that office shall check the contents of the mail.

2. In the event of the Parcel Bill not having been received, a substitute should at once be prepared.

3. Any errors in the entries on the Parcel Bill which may be discovered, shall, after verification by a second officer, be corrected and noted for report to the despatching office on a Form, "Verification Certificate," which shall be sent in the special envelope.

4. 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.

5. Should a parcel be received in a damaged or imperfect condition, full particulars shall be reported on the same form.

6. 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 X.

If the packages cannot be delivered as addressed, or if they are refused they should be recipi-

de correos de cambio, ó por aquellas otras que pueda convenirse mas adelante, conforme con los reglamentos relativos á los detalles de los cambios que se acuerden mutuamente como esenciales á la seguridad y celeridad de las baliijas y á la proteccion de los derechos aduanales.

#### ARTÍCULO IX.

1. La oficina de correos del país del destino, anotará el contenido de la baliija, tan luego como la reciba.

2. En el caso de que no se recibiere una lista de los paquetes enviados por el correo, se hará desde luego una que la sustituya.

3. Los errores que puedan haberse cometido y se descubrieren en la lista de los paquetes enviados por el correo, se corregirán despues de haber sido rectificados por un segundo empleado, y se comunicarán á la oficina que envió los paquetes, en la forma de "Certificado de Comprobacion", que se enviará en cubierta especial.

4. Si no se recibiere algun paquete de los contenidos en la lista, despues de haberse certificado este hecho por un segundo empleado, se cancelará la anotacion respectiva de la lista, y se dará cuenta de este hecho desde luego.

5. Cuando se recibiere un paquete averiado ó en un estado imperfecto, se comunicarán en la misma forma detalles completos sobre su estado.

6. Si no se recibiere "Certificado de Comprobacion", ó noticia de error, se considerará que la baliija de paquetes fué debidamente recibida y que habiendo sido examinada, se encontró exacta bajo todos aspectos.

#### ARTÍCULO X.

Si no pudiese entregarse un paquete á la persona á quien se dirige, ó si ésta se rehusare á recibirlo,

cally returned without charge, directly to the despatching office of exchange, at the expiration of ninety days from their receipt at the office of destination, and the country of origin may collect from the sender for the return of the parcel, a sum equal to the postage when first mailed.

se devolverá recíprocamente, sin recargo, y directamente á la oficina que lo despachó, á la espiración de noventa días contados desde su recibo, por la oficina de destino, y el país de origen puede cobrar al remitente por la devolución del paquete, una suma igual al porte que causó cuando se puso por primera vez en el correo.

#### ARTICLE XI.

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.

#### ARTÍCULO XI.

El Departamento de Correos de cada uno de los países contratantes, no será responsable por la pérdida ó avería que sufra algun paquete, y no podrá reclamarse, por lo mismo, en ninguno de los dos países, indemnización alguna por quien lo envíe, ni por la persona á quien vaya dirigido.

#### ARTICLE XII.

The Postmaster General of the United States of America, and the Director General of Posts and Telegraphs of the Republic of Colombia, 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 I.

#### ARTÍCULO XII.

El Administrador General de Correos de los Estados Unidos de América y el Director General de Correos y Telégrafos de la República de Colombia, quedan autorizados para hacer de tiempo en tiempo y de comun acuerdo, los reglamentos posteriores de orden y detalle que consideren necesarios para poner en ejecución esta Convención, y podrán, por mútuo consentimiento, establecer condiciones para la admisión en las balijas de cualquiera de los objetos prohibidos por el Artículo I.

#### ARTICLE XIII.

This Convention shall be ratified by the contracting countries in accordance with their respective laws, and its ratifications shall be exchanged at the city of Washington as early as possible. Once ratified, and its ratifications exchanged, it shall take effect, and operations thereunder shall begin on the 1st day of April, 1889, and shall continue in force until terminated by mutual agreement,

#### ARTÍCULO XIII.

Esta Convención se ratificará por los países contratantes de acuerdo con sus respectivas leyes, y sus ratificaciones se canjearán en la ciudad de Washington, lo mas pronto que fuere posible. Una vez ratificada y canjeadas sus ratificaciones, comenzará á tener efecto el 1 de Abril de 1889, y continuará en vigor hasta que se termine por consentimiento mútuo; pero podrá anularse, con

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 18th day of January one thousand eight hundred and eighty-nine, and at Bogotá the 30th day of March one thousand eight hundred and eighty-nine.

[L. s.] (Signed)

*Postmaster-General of the United States of America.*

[L. s.] (Signed)

*RUFINO GUTIÉRREZ,  
Director General de Correos y Telégrafos de la  
República de Colombia.*

The foregoing Parcels Post Convention between the United States of America and the Republic of Colombia 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.

[Great Seal of U. S.]

GROVER CLEVELAND.

By the President:

T. F. BAYARD,  
*Secretary of State.*

WASHINGTON, D. C., *January 19th, 1889.*

GOBIERNO EJECUTIVO,  
*Bogotá, 9 de Abril de 1889.*

Apruébase y ratifícase la precedente Convención para el cambio de paquetes postales entre la República de Colombia y los Estados Unidos de América, celebrada de acuerdo con la autorizacion y instrucciones comunicadas sobre el artículo al Director General de Correos y Telégrafos.

[Seal of the Republic of Colombia.]

CARLOS HOLGUIN.

*El Ministro de Relaciones Exteriores,*  
VICENTE RESTUPO.

la notificacion de uno de los Departamentos de Correos hecha al otro, con seis meses de anticipacion.

Hecho por duplicado y firmado en Washington el diez y ocho de Enero, mil ochocientos ochenta y nueve, y en Bogotá el treinta de Marzo de mil ochocientos ochenta y nueve.

## FORM No. 1.

*Parcel Post.*

A parcel addressed as under has been posted here this day.	
<div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> Office stamp. </div>	<hr style="border-top: 1px dotted black;"/> <hr style="border-top: 1px dotted black;"/> <hr style="border-top: 1px dotted black;"/>
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 No. 2.

*Parcel post between the United States and Colombia.*

Date.  Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.
---------------------	------------------------------	---

  

Description of parcel: [State whether box, basket, bag, etc.]	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. ....

## FORM No. 3.

Date stamp of the United States Post-Office.	<i>Parcels from the United States for Colombia.</i>	Date stamp of the Colombian Post-Office.
<div style="border: 1px solid black; width: 100%; height: 100%;"></div>	Parcel Bill No. ...., dated ..... 18..; by "....."	<div style="border: 1px solid black; width: 100%; height: 100%;"></div>
* Sheet No. ....		

  

Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Remarks.

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.

* Total number of parcels sent by the mail to Colombia.....	* Total weight of mail..... <i>lbs.</i>
* Number of boxes or other receptacles forming the mail.....	* Deduct weight of receptacles .....
Signature of dispatching officer at the United States Post-Office .....	* Net weight of parcels.....
Signature of receiving officer at Colombian Post-Office. ....	

H. Ex. 1, pt. 4—60

# PARCELS POST CONVENTION

BETWEEN THE

UNITED STATES OF AMERICA AND THE REPUBLIC OF SALVADOR.

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The undersigned,

Don M. Dickinson, Postmaster General of the United States of America, and Santiago Perez Triana, Vice Consul of the Republic of Salvador in New York, duly empowered thereto, for the purpose of making better postal arrangements between the United States of America and the Republic of Salvador, 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.

## ARTICLE II.

1. There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail matter except letters, postcards, and written matter of all kinds that are admitted under

Los infrascritos,

Don M. Dickinson, Director General de Correos de los Estados Unidos de América, i Santiago Perez Triana, Vice Consul de la República del Salvador en New York, competentemente autorizados, con el objeto de establecer mejores arreglos postales entre los Estados Unidos de América, i la República del Salvador, han acordado los siguientes artículos de convenio para la adopcion de un sistema de canje de Fardos Postales entre ambos países.

## ARTÍCULO I.

Las disposiciones de esta Convencion se referirán únicamente á fardos postales, los cuales deberán canjearse segun el sistema por los presentes establecido, i en nada afectarán los arreglos actualmente existentes de la Convencion de la Union Postal Universal que continuarán como hasta aqui; entendiendose que todos los arreglos á que estos artículos se refieren serán aplicables exclusivamente á las malas canjeadas segun los mismos artículos.

## ARTÍCULO II.

1. Se admitirán al canje de malas en los términos de esta Convencion, artículos de mercaderías i paquetes postales exceptuando cartas, tarjetas postales, i toda clase de escritos que se admitan



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, 105 centimeters (or 3 feet 6 inches); greatest length and girth combined 180 centimeters (or 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 copy-right laws of the country of destination; 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 or immoral articles, other articles which may destroy or in any way damage the mails, or injure the persons handling them.

2. All admissible articles of merchandise 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, except such as is required for collections of customs duties, and shall be forwarded by the most speedy means to their destination, being subject in their transmission to the laws and regulations of each country respectively.

### ARTICLE III.

1. A letter or communication of the nature of personal corre-

bajo cualquiera condicion en los correos domésticos del país de origen, con tal de que el peso de los paquetes no exceda de 11 libras (ó 5 kilogramos), ni de que las dimensiones sean mayores que las siguientes: mayor longitud en cualquiera direccion 105 centímetros (ó 3 pies 6 pulgadas); mayor longitud i grosor combinados 180 centímetros (ó seis pies), debiendo estar de tal manera envueltos ó cerrados que permitan el fácil examen del contenido por los Directores de Correos i empleados de aduana; exceptuandose, ademas los artículos que siguen i cuya admission queda prohibida en el canje de malas establecido por la presente Convencion, á saber:

Publicaciones que violen las leyes de Imprenta del país de destino, líquidos, venenos, sustancias explosivas ó inflamables, sustancias grasas, sustancias de fácil derretimiento, animales vivos ó muertos no disecados, insectos ó reptiles, dulces, pastas, frutas i legumbres de fácil descomposicion, i sustancias que exhale mal olor, billetes ó circulars de lotería, toda clase de artículos obscenos é inmorales, i cuantos otros puedan destruir ó de alguna manera dañar las malas ó perjudicar á las personas que las manejen.

2. Todos los artículos de mercaderías admisibles dirigidos por un país al otro ó recibidos en un país de procedencia del otro, yá sea por conducto terrestre ó marítimo, estarán exentos de detencion ó inspeccion de cualquiera naturaleza, con excepcion de aquellos que requieran el cobro de derechos de aduana i serán despachados por las vias mas expeditas á su destino, quedando sujetos en su trasmision á las leyes i reglamentos de cada país, respectivamente.

### ARTÍCULO III.

1. Ninguna carta ó comunicacion que tenga el carácter de

spondence must not accompany, be written on, or enclosed with any parcel.

2. If such be found, the letter will be placed in the mails if separable, and if 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.

3. No parcel may contain parcels intended for delivery at an address other than the one borne by the parcel itself. If such enclosed parcels be detected, they must be sent forward singly, charged with new and distinct parcels post rates.

#### ARTICLE IV.

1. The following rates of postage, shall in all cases be required to be fully prepaid with postage-stamps of the country of origin, viz:

2. For a parcel not exceeding 453 grams (one pound) in weight, sixty centimes (twelve cents); and for each additional 453 grams (one pound), or fraction thereof, sixty centimes (twelve cents).

3. The packages shall be promptly delivered to addressees at the post offices of address in the country of destination, free of charge for postage; but the country of destination may at its option, levy and collect from the addressee for interior service and delivery a charge not exceeding twenty-five centimes (five cents) on each single parcel of whatever weight; and if the weight exceeds 453 grams (one pound), a charge equal to five centimes (one cent) for each 113 grams (four ounces), of weight, or fraction thereof.

correspondencia personal debe acompañar los fardos ni llevarlas adheridas ó adjuntas.

2. En caso de descubrirse tales comunicaciones se incluirán en las malas, caso de ir separadas, i si no fuere posible separarlas, se rehusará la admision del fardo que las contenga. Si no obstante la anterior disposicion, se diese curso inadvertidamente á algun paquete, el país de destino cobrará doble porte, segun la Convencion de la Union Postal Universal, del destinatario.

3. Ningun fardo podra contener paquetes destinados á ser entregados á otra direccion que la que el mismo fardo lleve. Si algunos paquetes se descubriesen, se remitirán separadamente, cobrando por cada uno de ellos nueva i distinta tasa postal.

#### ARTÍCULO IV.

1. Los siguientes portes se cobrarán siempre adelantados, en estampillas postales del país de origen, á saber:

2. Por un fardo cuyo peso no pase de 453 gramos (una libra), sesenta centimos (doce centavos); i por cada 453 gramos (una libra) ó fraccion adicional, sesenta centimos (doce centavos).

3. Los paquetes serán entregados prontamente á sus destinatarios en la oficina de correos que se indique en la direccion, en el país de destino i libres de porte; pero este último puede, si lo juzga conveniente, cobrar al destinatario un sobre porte que no pase de 25 centimos (cinco centavos) por cada paquete de cualquier peso que sea, paracubrir los gastos del servicio interior; i si el peso excediese de 453 gramos (una libra) podrá cobrar cinco centimos (un centavo) por cada 113 gramos (cuatro onzas), ó fraccion adicional.

## ARTICLE V.

## ARTÍCULO V.

1. The sender will at the time of mailing the package, receive a receipt of mailing from the post office where the package is mailed, on a form like Model 1 annexed hereto.

2. The sender of a package may have the same registered by paying the registration fee required for registered articles in the country of origin.

3. 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, (25 centimes).

4. 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.

1. El remitente recibirá una certificación al depositar un fardo en la administración de correos, según el Modelo No. 1º anexo al presente convenio.

2. El remitente de un fardo puede hacerlo registrar pagando los derechos que se acostumbra cobrar en el país de origen.

3. Si el remitente lo solicitare se le dará al recibirse, una constancia de entrega del artículo registrado; pero ambos países pueden anticipadamente exigir del remitente por este servicio una tasa que no exceda de cinco centavos (25 centimos).

4. Las administraciones de correos de destino tienen obligación de avisar á los destinatarios de la llegada de artículos registrados dirigidos á ellos.

## ARTICLE VI.

## ARTÍCULO VI.

1. The sender of each package shall make a Customs Declaration, pasted upon or attached to the package, upon a special Form provided for the purpose (see Model 2 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 Customs Declaration herein provided shall be omitted in the country of origin during such period as the Postmaster General of the country of destination shall request such omission.

2. 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 the customs duties properly chargeable thereon shall be collected on delivery, in accordance

1. El remitente de un fardo debe hacer una Declaracion de Aduana que adherirá ó atará al fardo en un machote especial que se le dará con ese objeto (Modelo No. 2), en el que hará una descripción sumaria del fardo, una constancia detallada de su contenido i valor, fecha de deposito, su firma, lugar de residencia i direccion. La Declaracion de aduana de que se hace mencion en este artículo, podrá omitirse en el país de origen durante el tiempo que el Director General de correos del país de destino así lo pida.

2. Los fardos en cuestion estarán sujetos en el país de destino á todos los derechos de importacion i leyes de aduana vigentes en el país, i los derechos de aduana que deban pagar deberán recojerse del destinatario á la entrega del fardo segun las leyes del país de destino; pero ni el

with the customs regulations of the country of destination.

remitente ni el destinatario podrán ser obligados á pagar multas ó sufrir cualquier otro castigo por la falta de cumplimiento de otras leyes aduaneras que no sean las de su país.

#### ARTICLE VII.

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.

#### ARTÍCULO VII.

Cada país percibirá para su propio uso el valor total de los portes i derechos de registro i entrega, que recoja por dichos fardos; por consiguiente este convenio no dará lugar á la creacion de nuevas cuentas entre los dos países.

#### ARTICLE VIII.

1. The packages shall be considered as a component part of the mails exchanged direct between the United States of America and the Republic of Salvador, to be despatched by the country of origin to the other at its cost and by such means as it provides, in ordinary mail sacks to be marked "Parcels-Post" and to be securely sealed with wax or otherwise as may be mutually provided by regulations hereunder.

#### ARTÍCULO VIII.

1. Los fardos se considerarán como parte componente de las malas canjeadas directamente entre los Estados Unidos de América i la República del Salvador para ser despachados por el país de origen al de destino por su cuenta i por los medios que esten á su alcance; pero deben remitirse á opcion de las oficinas espedidoras, en cajas preparadas espresamente al efecto ó en sacos ordinarios de correo que seran marcados con las palabras "Fardos Postales" i debidamente asegurados con lacre ó de otra manera, segun se disponga mutuamente en el presente convenio.

2. Each country shall return to the despatching office by next mail, all bags or sacks used in the exchange of parcels.

2. Cada país devolverá á la oficina de origen, á vuelta de correo, todos los sacos i cajas.

3. 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.

3. Aunque los artículos admitidos segun este convenio deberán trasmitirse como queda dicho, entre las oficinas principales de ambos países, deben estar tan bien empacados que puedan mandarse por los correos interiores con toda seguridad tanto á la oficina de canje de origen como á la oficina de direccion en el país de destino.

4. Each despatch of a parcel post mail must be accompanied by a descriptive list in duplicate,

4. Cada parte de correo de fardos postales debe ir acompañada de una lista descriptiva, por du-

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 must be enclosed in one of the sacks of such despatch under the Form of Model 3, annexed hereto.

#### ARTICLE IX.

Exchanges of mails under this Convention from any place in either country to any place in the other, whether by sea or overland, shall be effected through the post offices of both countries already designated as Exchange Post offices, or through such others 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.

#### ARTICLE X.

1. As soon as the mail shall have reached the exchange office of destination, that office shall check the contents of the mail.

2. In the event of the Parcel-Bill not having been received, a substitute should at once be prepared.

3. Any errors in the entries on the Parcel Bill which may be discovered, shall, after verification by a second officer, be corrected and noted for report to the despatching office on a Form, "Verification Certificate", which shall be sent in the special envelope.

4. 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.

plicado, de todos los paquetes que se envíen: de modo que la lista contenga distintamente el número de cada paquete, el nombre del remitente i el nombre del destinatario con la direccion de destino; cuya lista debe ir dentro de una de las cajas ó sacos á que se refiere el parte. (Modelo No. 3).

#### ARTÍCULO IX.

Todo canje de malas segun este Convenio de cualquier lugar de un país á cualquier lugar del otro, yá sea por mar ó por tierra, se deberá hacer por medio de las oficinas postales de ambos países yá designadas como oficinas de canje, ó por medio de otras que en lo sucesivo se disponga designar segun las disposiciones relativas á los detalles de canje que mutuamente se determinen como esenciales á la seguridad i expedicion de las malas i á la proteccion de las rentas aduaneras.

#### ARTÍCULO X.

1. Tan luego como la mala haya llegado á la oficina de canje de destino, esa oficina confrontará su contenido.

2. En el caso de que algun parte de fardos postales no haya sido recibido, se preparará inmediatamente un sustituto.

3. Cualquier error de asiento en un parte de fardos postales que se descubra deberá ser corregido por un segundo oficial i anotado para dar cuenta del mismo á la Administracion remitente en un machote llamado Certificado de Verificacion que se enviará bajo cubierta especial.

4. Si no se recibiere algun paquete registrado en el parte, despues de haber verificado la no recepcion por medio de un segundo oficial, el asiento en el parte será cancelado i se dará cuenta en el acto de este hecho.

5. Should a parcel be received in a damaged or imperfect condition, full particulars shall be reported on the same form.

6. 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 XI.

If the packages cannot be delivered as addressed, or if they are refused, they should be reciprocally returned without charge, directly to the despatching office of exchange, at the expiration of thirty days from their receipt at the office of destination, and the country of origin may collect from the sender for the return of the parcel, a sum equal to the postage when first mailed.

#### ARTICLE XII.

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 XIII.

The Postmaster-General of the United States of America, and the Director-General of Posts of the Republic of Salvador, may by agreement, exempt on account of insecurity in the conveyance, or other causes, certain post offices in either country, from receiving or despatching packages of merchandise as provided for by this Convention, and shall have authority to jointly make such further regulations of order and detail, as may be found necessary to carry out the present Conven-

5. Si se recibiere algun paquete averiado ó en mala condicion, se dará cuenta detallada de lo ocurrido en el mismo machote.

6. Si no se recibiere certificado alguno de verificacion ó nota de error, el envio (ó la mala) de fardos postales se considerará como entregado en regla i correcto en todo respecto.

#### ARTÍCULO XI.

Si los paquetes no pueden ser entregados á sus respectivas direcciones ó si sus destinatarios rehusaren recibirlos, serán devueltos de una i otra parte sin sobre porte i directamente á las oficinas de canje expedidoras, al expirar el término de treinta dias á contar de la fecha en que fueron recibidos en la oficina de destino, pudiendo el país de origen cobrar al remitente por la devolucion del paquete, una suma igual al parte que pago por remitirlo.

#### ARTÍCULO XII.

Las oficinas de correos de ambos países contratantes no serán responsables por la perdida ó daño de cualquier paquete, i por consiguiente no se atenderán los reclamos en uno ú otro país que hicieren el remitente ó el destinatario.

#### ARTÍCULO XIII.

El Director General de Correos de los Estados Unidos de América, i el Director General de Correos de la República del Salvador, pueden convenir en exceptuar ciertas oficinas postales de recibir ó despachar paquetes de mercaderías segun el presente Convenio por falta de seguridad en la conduccion ú otras causas, i tendran autoridad para hacer de comun acuerdo aquellas reglamentaciones de órden i detalle que crean necesarias de tiempo en tiempo para cumplir debidamente las

tion from time to time; and may by agreement prescribe conditions for the admission to the mails of any of the articles prohibited by Article II of this Convention.

prescripciones del presente Convenio, asi como convenirse en la admision en las malas de cualquiera de los artículos prohibidos en el II Artículo de esta Convencion.

## ARTICLE XIV.

## ARTÍCULO XIV.

This Convention shall be ratified by the contracting countries in accordance with their respective laws, and its ratifications shall be exchanged at the city of Washington as early as possible. Once ratified, and its ratifications exchanged, it shall take effect, and operations thereunder shall begin on the 1st day of February 1889, 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.

Esta Convencion se ratificará por los países contratantes de acuerdo de con sus respectivas leyes, i sus ratificaciones se canjearán en la ciudad de Washington, lo mas pronto que fuere posible. Una vez ratificada i canjeadas sus ratificaciones, comenzará á tener efecto el 1º de Febrero de 1889, i continuará en vigor hasta que se termine por consentimiento mutuo; pero podra anularse, con la notificacion de uno de los Departamentos de Correos hecha al otro, con seis meses de anticipacion.

Done in duplicate and signed at Washington the twenty-sixth day of November one thousand eight hundred and eighty eight.

Hecho por duplicado i firmado en Washington el dia veinte seis de Noviembre de mil ochocientos ochenta i ocho.

[L. S.]

(Signed) DON M. DICKINSON,

*Postmaster General of the United States of America.*(Signed) SANTIAGO PEREZ TRIANA,  
*Vice Consul of the Republic of Salvador.*

The foregoing Parcels-Post Convention between the United States of America and the Republic of Salvador, 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.

[Great Seal of U. S.]

BENJ. HARRISON.

By the President:

JAMES G. BLAINE,

*Secretary of State.*

WASHINGTON, D. C., June 21, 1889.

NATIONAL PALACE,  
*San Salvador, January 4, 1889.*

Having examined the preceding Convention, concluded at New York, on the 26th day of November 1888, between Don Santiago

PALACIO NACIONAL,  
*San Salvador, Enero 4 de 1889.*

Vista la Convencion que antecede, celebrada en Nueva York, el dia 26 de Noviembre de 1888, entre los Señores Don Santiago

Perez Triana, duly authorized thereto by this government, and Don M. Dickinson, Postmaster General of the United States, for the adoption of a system of exchange of postal parcels between the two countries; and having found that Señor Triana has followed the instructions given him for concluding said convention; the Executive Power agrees to approve the fourteen articles composing the Convention in question.

Perez Triana, autorizado debidamente por este Gobierno, y Don M. Dickinson, Director General de Correos de los Estados Unidos, para la adopción de un sistema de canje de fardos postales entre ambos países, y encontrando que el Señor Triana se ha sujetado á las instrucciones que para celebrar dicho convenio, se le dieron, el Poder Ejecutivo acuerda: aprobar los catorce artículos de que consta la Convención referida.

El Secretario de Estado en el Despacho de Relaciones Exteriores:  
[L. s.]

(Signed) DELGADO.



FORM 1

*Parcel Post.*

A parcel addressed as under has been posted here this day.	
<div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">                 Office stamp.             </div>	..... ..... .....
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 2.

*Parcel post between the United States and Salvador.*

Date Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.
----------------	------------------------------	---

Description of parcel: [State whether box, bag, basket, etc.]	Contents.	Value.	Percent.	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. ....

## FORM 8.

Date stamp of the  
United States  
Post-Office.

*Parcels from the United States for Salvador.*

Date stamp of the  
Salvador  
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.	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      \*Total weight of mail .....

\*Number of boxes or other receptacles forming the mail .....      \*Deduct weight of receptacles .....

Signature of dispatching officer at United States Post-Office .....      \*Net weight of mail .....

Signature of receiving officer at Salvador Post Office:

.....

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**REPORT**  
**OF THE**  
**SUPERINTENDENT OF THE DEAD-LETTER OFFICE**  
**TO THE**  
**POSTMASTER-GENERAL**  
**FOR**  
**THE YEAR ENDED JUNE 30, 1889.**

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# REPORT

## OF THE

### SUPERINTENDENT OF THE DEAD-LETTER OFFICE.

POST-OFFICE DEPARTMENT,  
DEAD-LETTER OFFICE,  
*Washington, D. C., October 1, 1889.*

SIR: I have the honor to submit herewith the following report and accompanying statements illustrating the operations of the Dead-Letter Office for the fiscal year ended June 30, 1889:

There were received during the year 6,206,893 pieces of original dead mail matter, a decrease of 10,983 pieces from the number received during the fiscal year ended June 30, 1888. In addition to this number, there were also received 261,956 letters without valuable inclosures, which had been returned to the writers, but, failing of delivery, were again sent to the Dead-Letter Office. These, together with 230 "held-for-postage" letters, and 10,214 letters of foreign origin on hand and undisposed of on July 1, 1888, make the total number of pieces treated during the year 6,479,293, which were classified, treated, and disposed of as follows:

1. Domestic mailable letters:		
(a) Ordinary unclaimed letters.....	4,650,986	
(b) Letters returned from hotels.....	137,120	
(c) Letters bearing fictitious addresses.....	23,701	
(d) Letters returned from foreign countries.....	180,481	
(e) Ordinary letters without inclosures sent to writers and returned on failure to deliver.....	261,956	
		5,254,244
2. Domestic unmailable letters:		
(a) Letters containing unmailable articles.....	1,308	
(b) Letters held for postage.....	109,863	
(c) Letters misdirected or only partially addressed.....	455,421	
(d) Letters without address.....	19,684	
(e) Miscellaneous.....	5,567	
		591,843
3. Domestic parcels of third and fourth class matter.....		76,088
4. Letters mailed in foreign countries.....		495,820
5. Printed matter, samples, etc., mailed in foreign countries and return- able.....		38,982
6. Registered articles:		
(a) Of domestic origin.....	5,069	
(b) Of foreign origin.....	17,247	
		22,316
Total as before.....		6,479,293

The mail matter treated during the year was disposed of as follows:

<b>Domestic mailable letters:</b>	
Card and request letters delivered unopened.....	62,034
Letters opened (disposed of as detailed below).....	4,926,064
Ordinary letters without valuable inclosures sent to writers and returned on account of failure to deliver, and subsequently destroyed..	261,956
<b>Domestic unmailable letters:</b>	
Held-for-postage letters forwarded unopened to addresses on receipt of postage.....	3,783
Held-for-postage letters forwarded to officials unopened.....	256
Held-for-postage letters opened (disposed of as below).....	104,853
Held-for-postage letters on hand at close of year.....	193
Misdirected letters forwarded unopened after correction of address....	96,106
Misdirected letters opened (disposed of as below).....	352,950
Letters without address opened (disposed of as below).....	19,684
Letters containing unmailable articles opened (disposed of as below)..	1,308
Miscellaneous unmailable letters opened (disposed of as below).....	5,567
<b>Domestic third and fourth class matter:</b>	
Parcels opened and disposed of as below.....	76,088
<b>Foreign matter:</b>	
Letters returned to country of origin or delivered to addresses.....	486,850
Letters on hand at close of year.....	8,970
Parcels of printed matter, samples, etc., returned unopened or delivered to addresses.....	38,922
	534,802
<b>Registered articles:</b>	
<b>Domestic—</b>	
Of domestic origin, delivered unopened.....	2,692
Of domestic origin, opened.....	2,377
	5,069
<b>Foreign—</b>	
Returned to country of origin, or delivered to addresses.....	16,904
On hand at close of year.....	343
	17,247
<b>Total.....</b>	<b>6,479,293</b>

The following was the disposition of mail matter opened in the Dead-Letter Office:

<b>Delivered:</b>	
Letters containing money.....	14,764
Letters containing drafts, money-orders, notes, etc.....	22,873
Letters containing postal-notes.....	3,148
Letters containing miscellaneous papers, etc.....	34,207
Letters containing postage-stamps.....	120,552
Letters containing nothing of value.....	1,834,768
Photographs.....	32,410
Parcels of merchandise, books, etc.....	29,775
	2,096,497
<b>Returned to owners and awaiting evidence of delivery:</b>	
Letters containing money.....	1,171
Letters containing drafts, notes, etc.....	892
Letters containing postal-notes.....	193
	2,256
<b>Under treatment, looking to delivery:</b>	
Letters containing money.....	2,152
Letters containing drafts, money-orders, notes, etc.....	164
Letters containing postal-notes.....	12
Letters containing miscellaneous papers, etc.....	127
Letters containing postage-stamps.....	501
Letters containing nothing of value.....	19,349
Photographs.....	112
Parcels of merchandise, books, etc.....	409
	22,896

Filed upon failure to deliver, subject to reclamation:

Letters containing money .....	6,925	
Letters containing drafts, notes, etc.....	1,076	
Letters containing postal-notes .....	279	
Letters containing miscellaneous papers, etc.....	12,015	
Letters containing postage-stamps.....	3,442	
Photographs .....	8,237	
Parcels of merchandise, books, etc.....	41,559	
Unmailable letters .....	1,642	
		75,175

Destroyed:

Letters without inclosures, which could not be returned to writers .....	3,508,645	
Parcels containing pamphlets, fruit, seeds, medicines, etc..	15,626	
Letters containing postage-stamps.....	3,233	
		3,527,504

Grand total..... 5,724,258

FOREIGN DEAD MAIL MATTER.

Returned to country of origin;

Registered articles .....	16,514	
Ordinary letters.....	481,022	
Parcels of printed matter, samples, etc.....	35,031	
		532,567

Delivered to addresses on application:

Registered articles .....	182	
Ordinary letters.....	202	
Parcels of printed matter, samples, etc. ....	631	
		1,015

Misdirected matter forwarded to corrected addresses:

Registered articles .....	208	
Ordinary letters .....	8,166	
Parcels of printed matter, samples, etc.....	3,320	
		11,694

On hand under treatment at close of year:

Registered articles.....	343	
Ordinary letters.....	8,970	
		9,313

Grand total..... 554,589

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 articles.....	1,814	
Ordinary letters (including postal-cards) .....	192,097	
Parcels of printed matter, samples, etc .....	44,570	
Total .....		238,481

DEAD REGISTERED MATTER.

Of the 21,935 unclaimed registered letters and parcels received there were—

Delivered to addressees or restored to senders.....	20,683	
Returned to postmasters for delivery and awaiting receipt .....	184	
Filed upon failure to discover ownership and awaiting reclamation.....	1,068	
Total .....		21,935

## 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:

Description.	Number.	Value.
Letters containing money restored to owners.....	14, 784	\$25, 568. 68
Letters containing money outstanding in the hands of postmasters for restoration to owners.....	1, 171	4, 224. 19
Number of letters containing drafts, checks, notes, money-orders, etc., restored to owners.....	22, 873	1, 444, 805. 82
Number of letters containing drafts, notes, checks, money-orders, etc., outstanding in the hands of postmasters for restoration to owners.....	892	65, 121. 36
Number of letters containing postal notes restored to owners.....	3, 148	4, 086. 07
Number of letters containing postal notes outstanding in the hands of postmasters for restoration to owners.....	193	482. 22

## 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.....	\$9, 447. 73
Amount realized from auction sale in December, 1888, of parcels of merchandise which could not be restored to owners.....	2, 655. 99
Total .....	12, 103. 72

## 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.....	\$496. 53
Found loose in the mails and sent to Dead-Letter Office by postmasters.....	578. 78
Received for payment of postage on held-for-postage matter forwarded to destination, and parcels of third and fourth class matter returned to senders (sent out from Dead-Letter Office under an official envelope).....	680. 77
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 .....	186. 94
Total value of stamps destroyed.....	1, 943. 07

In addition to the above, postage-stamps to the value of \$1,731.11 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 \$186.94; there were returned to Canada by this office Canadian postage-stamps amounting to \$52.43, leaving a balance due the Canadian administration of \$134.51, which has been duly reported for payment.

## DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year 17,188 magazines, illustrated papers, picture cards, etc., which could not be restored to the owners, were distributed among 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 the character of the matter distributed:

Magazines .....	1,825
Pamphlets .....	4,872
Illustrated papers .....	4,135
Picture cards, valentines, etc .....	6,356
	<u>17,188</u>

## CORRESPONDENCE.

During the year there were received 19,950 inquiries for alleged missing mail matter, which were duly examined and the results reported to the applicants. In a large percentage of these inquiries it was found upon examination that the alleged missing mail matter had been properly delivered by the postal service. Where this was not the fact, and no trace of the missing matter was found upon the records of this office, the cases were duly reported to the Chief Post-Office Inspector for further investigation. There were also written 4,815 special communications in answer to inquiries from postmasters and others relating to postal matters connected with this office.

*Statement showing number of pieces of dead mail matter treated in Dead Letter Office during the fiscal year ended June 30, 1889.*

Class.	Number.
Domestic mailable letters:	
Received during the year .....	4,902,288
Returned on failure to deliver to writers (without inclosures) .....	261,956
	<u>5,254,244</u>
Domestic unmailable letters:	
Held for postage—	
From last fiscal year .....	230
Received during the year .....	109,833
	<u>109,863</u>
Containing unmailable articles .....	6,875
Misdirected .....	456,421
Blanks (without address) .....	19,684
	<u>5,848,087</u>
Domestic third and fourth class matter (parcels) .....	76,088
Foreign matter:	
From last fiscal year .....	10,214
Received during the year .....	486,606
Printed matter, samples, etc .....	38,982
	<u>534,802</u>
Registered matter:	
Domestic mailed .....	5,069
Foreign mailed, on hand, and received .....	17,247
	<u>22,316</u>
Grand total .....	<u>6,479,293</u>

Class.	Delivered unopened.	Opened.	On hand.
Domestic mailable letters .....	66,204	4,926,084	
Domestic unmailable letters:			
Held for postage .....	4,812	104,858	193
Containing unmailable articles .....		6,875	
Misdirected .....	97,162	358,259	
Without address .....		19,684	
Registered letters .....	2,692	2,377	
Domestic third and fourth class matter (parcels) .....		76,088	
Foreign matter:			
Ordinary letters .....	486,850		8,970
Registered letters .....	16,904		243
Printed matter, samples, etc .....	38,982		
Total .....	713,606	5,404,225	9,506
Total .....			6,217,337
Letters without inclosures returned on failure to deliver to writers and destroyed .....			261,956
Grand total .....			<u>6,479,293</u>

*Statement showing the disposition of mail matter opened in the Dead-Letter Office during the fiscal year ended June 30, 1889.*

	Containing money.		Containing drafts, checks, notes, etc.		Containing postal notes.		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.	Number.	Value.
<b>RECEIVED.</b>																		
Outstanding in the hands of postmasters at close of last fiscal year.....	1,265	\$4,019.70	930	\$86,111.92	202	\$341.45	46										2,443	\$92,473.13
On hand and disposed of at Dead-Letter Office at the close of last fiscal year.....	2,077	3,278.18			13	28.31									225,500		227,580	3,206.49
Received during the year.....	21,670	34,830.47	24,075	1,407,382.72	3,417	5,320.86	87,823		40,349		40,760		127,738		5,142,904		5,494,225	1,537,434.05
<b>Total.....</b>	<b>25,012</b>	<b>\$2,128.41</b>	<b>25,005</b>	<b>\$1,685,394.64</b>	<b>3,632</b>	<b>\$5,690.62</b>	<b>87,869</b>		<b>*40,349</b>		<b>40,760</b>		<b>127,738</b>		<b>5,368,404</b>		<b>5,724,258</b>	<b>\$1,833,213.67</b>
<b>DISPOSITION.</b>																		
Delivered to owners.....	14,764	25,506.06	22,873	\$1,444,805.92	3,148	\$4,698.07	29,775		34,207		32,410		120,552		1,838,768		2,098,497	\$1,475,070.65
Filed in Dead-Letter Office on failure to deliver to owners.....	6,925	9,555.78	1,070	76,732.61	279	478.93	41,559		12,015		8,237		34,442		1,642		75,175	\$8,767.32
Destroyed on failure to deliver to owners.....							15,028						8,223		3,508,646		3,527,504	
On hand in Dead-Letter Office on disposal of.....	2,132	2,771.78	164	8,734.75	12	30.70	439		127		112		501		19,349		22,820	\$11,687.25
Outstanding in the hands of postmasters for restoration to owners.....	1,171	\$4,234.19	892	\$6,121.96	193	\$482.92											2,256	\$9,888.47
<b>Total.....</b>	<b>25,012</b>	<b>\$2,128.41</b>	<b>25,005</b>	<b>\$1,685,394.64</b>	<b>3,662</b>	<b>\$5,690.62</b>	<b>87,869</b>		<b>*40,349</b>		<b>40,760</b>		<b>127,738</b>		<b>5,368,404</b>		<b>5,724,258</b>	<b>\$1,833,213.67</b>

\*Including lottery tickets.

*Statement of unmailable, hotel, and fictitious matter received at the Dead-Letter Office during the fiscal year ended June 30, 1889.*

Received.	Number.	Disposition.	Number.	Total.
Held for postage:		Held for postage:		
Foreign address.....	16, 018	Foreign address, circulars sent to collect postage.....	5, 105	
Domestic address.....	93, 615	Official, forwarded.....	256	
Misdirected:	109, 633	Returned to card address.....	773	
Ordinary.....	498, 013	Opened.....	103, 499	109, 633
Blanks.....	19, 684			
Unmailable, coin, etc.....	517, 697	Misdirected:		
Hotel.....	1, 308	Turned over to foreign address.....	59, 411	
Fictitious.....	146, 462	Address corrected and forwarded.....	96, 165	
Returned, misdirected.....	24, 241	Returned to card address.....	1, 057	
	16, 819	Opened.....	341, 440	498, 013
Miscellaneous.....	5, 567			19, 684
		Without address, opened.....		1, 308
		Unmailable (containing coin, etc.), opened.....		
		Hotel:		
		Turned over to foreign division.....	9, 342	
		Returned to card address.....	243	
		Opened.....	136, 877	146, 462
		Fictitious and miscellaneous:		
		Turned over to foreign division.....	540	
		Opened.....	29, 268	29, 808
		Returned, misdirected, opened.....		16, 819
Total.....	821, 727	Total.....		821, 727
Parcels:		Parcels:		
Miscellaneous printed matter.....	6, 238	Examined and turned over to other divisions.....		48, 603
Held for postage.....	3, 718			
Misdirected.....	6, 837			
Without address.....	16, 953			
Containing unmailable articles.....	14, 218			
Excess of weight and measure.....	639			
Total.....	48, 603			
Grand total.....	870, 330	Grand total.....		870, 330

*Statement showing dead mail matter of foreign origin received and disposed of during the fiscal year ended June 30, 1889.*

Received.		Disposition.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
Registered articles— On hand July 1, 1888....	281	Registered letters....	16, 514	182	208	343
Received during year ..	16, 866					
	17, 247	Ordinary letters.....	481, 022	202	8, 166	8, 970
Ordinary letters— On hand July 1, 1888....	9, 833	Parcels and printed matter.	35, 031	631	3, 320	.....
Received during year ..	488, 527					
	498, 360	Total.....	532, 567	1, 015	11, 094	9, 313
Parcels and printed matter received during year.	38, 982					
Total.....	554, 589					

*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, 1889.*

Class.	Number.
Registered letters.....	1,814
Ordinary letters.....	192,097
Parcels and printed matter.....	44,579
Total.....	238,490

*Table showing class and number of pieces of undelivered matter returned to and received from the following foreign countries.*

Countries.	Returned to.				Received from.			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Antigua.....		51		51				
Argentine Republic.....	52	603	73	728	1,752	84		1,836
Austria-Hungary.....	3,705	25,326	1,983	31,014				
Bahamas.....	6	357	2	365	480	8		488
Bangkok, Siam.....		9		9				
Barbadoes.....	1	203	3	207	2	338	116	456
Belgium.....	86	2,117	1,336	3,539				
Bermuda.....	5	279	15	299	1	257	18	274
Bolivia.....	2	12		14		29		29
Brazil.....	45	510	39	594	1,353			1,353
British Guiana.....	3	132		136		156	367	523
British Honduras.....	3	48	1	52		24	6	30
British India.....	13	749	93	855				
Bulgaria.....	3	36		39				
Canada.....	1,936	100,742	1,253	103,931	430	67,054	7,131	74,615
Ceylon.....		34		34				
Chili.....	14	315	20	349		305	225	530
Colombia, Republic of.....	14	420	11	445	1,540	9		1,549
Costa Rica.....	3	151	5	162		97		97
Cuba.....	35	1,118	44	1,197	1,887	686		2,573
Danish West Indies.....	5	160		166	1	155		156
Denmark.....	54	5,750	408	6,212				
Dominica.....		8		8				
Ecuador.....	2	68	5	75		25		25
Egypt.....	17	164	21	202				
France.....	478	9,043	14,100	23,621	4,965	3,683		8,648
French West Indies.....	4	80	2	86				
Germany.....	3,084	70,620	2,439	76,143				
Gibraltar.....	5	122	2	129		40	15	55
Great Britain.....	1,462	105,295	3,703	110,460	643	40,898	6,823	57,364
Greece.....	33	405	18	456				
Grenada.....		9		9				
Guatemala.....	9	122	4	135				
Hawaii.....	11	675	11	697	5	579		584
Hayti.....	2	70		72		194		194
Honduras, Republic of.....	1	86		87				
Hong-Kong.....	7	307	2	316		200		200
Italy.....	1,785	48,737	4,494	55,016	164	3,521	2,539	6,224
Jamaica.....	8	310	7	325	2	302		304
Japan.....	37	591	101	729		893	244	1,137
Java, Netherlands Indies.....	1	71	1	73		34	22	56
Liberia.....		47		47				
Luxembourg.....	24	567	7	598				
Malta.....	3	86		89				
Mauritius.....	3	29		32				
Mexico.....	135	11,189	83	11,407	401	9,426	179	10,006
Monaco.....	1	19		20				
Montserrat.....		5		5		4		4
Netherlands.....	31	2,432	1,209	3,663				
Netherlands West Indies.....	1	61	3	65				
Nevis.....		3		3				
Newfoundland.....	16	689	5	710	1	1,717	4	1,722
New South Wales.....	28	783	20	831	24	905	28	957
New Zealand.....	12	610	20	642	9	340	535	884
Nicaragua.....	2	117	5	124		74	1	75
Norway.....	185	14,354	587	15,126				
Paraguay.....		7	2	9				

Table showing class and number of pieces of undelivered matter, etc.—Continued.

Countries.	Returned to.				Received from.			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Persia .....	5	5		10				
Peru .....	6	195	9	210	13	466		479
Philippines .....	12	39		41				
Porto Rico .....	3	90	2	95		89	21	110
Portugal .....	187	3,147	184	3,518	30	433	558	1,021
Queensland .....	21	271	4	296	8	304	39	351
Roumania .....	47	1,569	20	1,636				
Russia .....	2,092	23,069	511	25,672				
St. Christopher .....		65		65		12	51	63
St. Lucia .....		20		20	1	15	1	17
St. Vincent .....		17	1	18		9		9
Salvador, Republic of .....	11	37	6	44				
Santo Domingo .....		81	3	84	2	129		131
Servia .....	6	5	3	14				
Shanghai, United States postal agency .....	1	9		10				
Society Islands .....		14		14				
Spain .....	58	922	739	1,719	14	386	671	1,071
Straits Settlements .....	5	47		52		15		15
Surinam .....	4	13		17				
Sweden .....	298	38,307	953	39,558				
Switzerland .....	330	4,698	371	5,399				
Tasmania .....	1	43		44		51	10	61
Tobago .....		2		2				
Trinidad .....	5	85	1	91	2	122		124
Turkey .....	30	340	13	383				
Turk's Islands .....	1	29	1	31				
Uruguay .....	9	166	8	183	27	317	46	390
Venezuela .....	5	152	23	180	3	130		133
Victoria .....	22	662	49	733	21	1,185	114	1,320
Postal Union .....					7	38,471	19,558	58,036
Miscellaneous .....					3	1,948	549	2,500
Total .....	16,514	481,022	35,031	532,567	1,814	192,097	44,870	238,481

Statement showing the classification, number, and disposition of dead registered letters received at the Dead Letter Office during the fiscal year ended June 30, 1889.

Class of letters received.	Number.	Disposition.	Number.
Domestic:		Delivered unopened:	
Official .....	7	To foreign division .....	16,866
Ordinary .....	2,377	To Executive Departments .....	7
Request .....	2,683	Card and request .....	2,683
Miscellaneous .....	2	Miscellaneous (delivered to addressees) .....	2
	5,069	Opened .....	2,377
Foreign .....	16,866	Total .....	21,935
Total .....	21,935		

Contents of letters opened.	Number.	Disposition of letters opened.				
		Delivered.	Filed.		Out-standing and on hand.	Total.
			At once.	Returned and filed.		
Money.....	489	291	9	144	45	489
Postal notes.....	6	3	-----	3	-----	6
Drafts, money-orders, etc.....	145	112	3	11	19	145
Photographs, receipts, stamps, etc.....	180	76	74	18	12	180
Merchandise.....	528	433	67	13	15	528
Nothing of value.....	1,029	210	654	72	93	1,029
Total.....	2,377	1,125	807	261	184	2,377

It will be observed that of the 76,088 parcels of third and fourth class matter received during the year, 48,603, or about 64 per cent., were sent to this office as unmailable because they were insufficiently prepaid, misdirected, unaddressed, or were mailed in violation of some provision of the Universal Postal Union Convention, and could not therefore be forwarded.

Free-delivery offices are required to make their returns of dead matter by registered mail, and a large number of other offices have adopted the same rule. The whole number of registered parcels of this character received during the fiscal year, the contents of which were distributed among the several divisions of the office for treatment, was 45,223. The number received during the preceding year was 40,129, showing an increase during the last year of 5,099.

Attention is also called to the fact that there was an increase of 308,959 pieces of mail matter opened and returned to writers over the number delivered during the preceding year. This was accomplished by extra hours of labor, performed under the order of the Postmaster-General of March 21, 1889.

The large amount of mail-matter sent to this office yearly, which, owing to the constant increase of the postal service, is not likely to be materially reduced in the future, requires, in my judgment, an increase in the clerical force to promptly and properly treat the same, as contemplated by the Postal Regulations.

Therefore I would most respectfully recommend an increase in the number of employés of this office sufficient to meet the demands of the service.

It is not only gratifying to me but just to the chief clerk, the clerks in charge of the several divisions, and all the employés of the office that I should testify to the fidelity and zeal with which they have performed their duties. It would otherwise have been impossible to properly dispose of the work which devolved upon the office.

All of which is respectfully submitted.

I am, very respectfully, sir, your obedient servant,

GEO. B. HALL,  
*Superintendent.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*

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ANNUAL REPORT  
OF THE  
AUDITOR OF THE TREASURY  
FOR THE  
POST-OFFICE DEPARTMENT  
FOR THE  
FISCAL YEAR ENDED JUNE 30, 1889.

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# REPORT

## OF THE

### AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, D. C., November 9, 1889.*

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, 1889. All expenditures on account of service of last and prior fiscal years are stated to September 30, 1889, as in former reports.

#### REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

##### *Service of the fiscal year 1889.*

Postal revenues of the year ended June 30, 1889.....	\$56,175,611.18
Expenditures to September 30, 1889.....	61,376,847.24
Excess of expenditures over all revenues.....	5,201,236.06
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 July 24, 1888. (Statutes, vol. 25, chapter 702, page 347).....	4,500,000.00
Excess of expenditures over grants.....	701,236.06
Amount of balances due from late postmasters closed by—	
Suspense.....	\$2,507.72
Bad debts.....	7,868.33
Compromise debts.....	17,220.21
Net loss by suspense, bad and compromise debts.....	27,596.26
Amount to be placed with the Treasurer.....	728,832.32

##### *Service of the fiscal year 1888.*

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, 1887. (Statutes, vol. 24, chapter 388, page 570).....	\$1,135,287.40
Amount to be placed with the Treasurer of the United States, as shown by the report for the fiscal year 1888. \$535,287.40	
Expended from October 1, 1888, to September 30, 1889.. 490,073.70	
	1,025,361.10
Balance available on account of fiscal year 1888.....	109,926.30

*Service of the fiscal year 1887.*

Balance available September 30, 1888.....	\$380, 675. 34
Expended from October 1, 1888, to September 30, 1889 .....	55, 712. 25
Balance to be placed in the General Treasury.....	324. 963. 09

*Service of the fiscal year 1886.*

Balance unexpended October 1, 1888, certified to the General Treasury, report 205, warrant No. 2542, Washington, dated January 4, 1889 .....	\$1, 719. 39
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*Claims, 1886 and prior years.*

Amount expended from October 1, 1888, to September 30, 1889.....	\$29, 274. 80
Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under act—	
October 19, 1888 (section 1, Statutes, vol. 25, chapter 1210, page 580).....	\$120. 32
October 19, 1888 (section 6, Statutes, vol. 25, chapter 1210, page 606).....	1, 831. 20
March 2, 1889 (section 2, Statutes, vol. 25, chapter 410, page 935).....	14, 151. 46
March 2, 1889 (section 3, Statutes, vol. 25, chapter 410, page 939).....	13, 912. 05
	30, 015. 03
Balance available on account claims 1886 and prior years.....	740. 23

*Claims, 1885 and prior years.*

Amount expended from October 1, 1888, to September 30, 1889 .....	\$2, 677. 04
Available October 1, 1888.....	\$180. 25
Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under act October 19, 1888. (Section 3, Statutes, vol. 25, chapter 1210, page 601).....	2, 677. 04
	2, 857. 29
Balance available on account claims 1885 and prior years.....	180. 25

Compensation of postmasters and late postmasters re-adjusted and allowed under act March 3, 1883:	
Expended from October 1, 1888, to September 30, 1889.....	362, 534. 33
Amount available October 1, 1888.....	306, 916. 56
Amount placed with the Treasurer in aid of the postal revenues, being grants from the General Treasury under act of October 19, 1888. (Section 6, Statutes, vol. 25, chapter 1210, page 606).....	77, 038. 42
	383, 954. 98
Balance available September 30, 1889.....	21, 420. 65

## GENERAL REVENUE ACCOUNT.

Postal revenues for the year ended June 30, 1889.....	\$56, 175, 611. 18
Expenditures for the service of 1889 .....	\$61, 376, 847. 24
Expenditures for the service of 1888 .....	490, 073. 70
Expenditures for the service of 1887 .....	55, 712. 25
Expenditures for the service of 1886 and prior years (claims) .....	31, 951. 84
Expenditures for the service of 1886 and prior years for salaries of postmasters and late postmasters, re-adjusted under act of March 3, 1883.....	362, 534. 33
Total expenditures to September 30, 1889.....	68, 317, 119. 36
Excess of expenditures over revenue.....	6, 141, 508. 18

Amount due from late postmasters on accounts closed by suspense.....	\$2,507.72
Amount of balance due from late postmasters on accounts closed by bad debts and compromised debts.....	25,088.54
Net loss by suspense, bad debts, and compromise debts.....	\$27,596.26
Excess of expenditures.....	6,169,104.44
Grants from the General Treasury:	
Under act of July 24, 1888.....	\$4,500,000.00
Under act of March 3, 1887.....	1,135,287.40
Under act of October 19, 1888.....	81,666.98
Under act of March 2, 1889.....	28,063.51
Total grants.....	5,745,017.89
Excess of expenditures over grants.....	424,086.55
Amount of grant to the General Treasury to repay, of the postal deficiency appropriation for 1886, the sum drawn in excess of actual deficiency (paid to the Treasurer by warrant No. 2542, dated January 4, 1889).....	1,719.39
Total excess of expenditures over receipts.....	425,805.94
The balance standing to the credit of the general revenue account September 30, 1888.....	3,587,349.15
The balance standing to the credit of the general revenue account September 30, 1889.....	3,161,543.21
Of which there was due by late postmasters, in suit.....	297,396.27

## 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, 1888.....	\$7,317,807.58
December 31, 1888.....	8,692,598.40
March 31, 1889.....	8,856,276.24
June 30, 1889.....	7,957,405.96
Total.....	32,824,087.18

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, 1888.....	59,067
December 31, 1888.....	59,447
March 31, 1889.....	60,939
June 30, 1889.....	63,959
Total.....	242,512

## STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, and letter-sheets, and postal-cards sold was:

For the quarter ended—	
September 30, 1888.....	\$12,104,991.74
December 31, 1888.....	13,741,064.97
March 31, 1889.....	14,056,296.48
June 30, 1889.....	13,050,748.64
Total.....	52,953,101.83

## LETTER POSTAGES.

The amount of postage paid in money was.....	\$176, 612.28
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.....	\$26, 477.72
Empire of Japan.....	5, 252.97
United States of Colombia.....	5, 299.98
Dominion of Canada.....	79, 028.32
Republic of Chili.....	5, 414.12
Republic of Venezuela.....	637.33
Republic of Mexico.....	20, 147.71
Republic of Honduras.....	1, 517.00
Republic of Salvador.....	1, 067.03
Republic of San Domingo.....	310.00
Republic of Guatemala.....	517.23
Swiss Republic.....	681.03
Postal administration of—	
Costa Rica.....	1, 064.04
Curacao.....	841.96
Hawaii.....	3, 098.54
New South Wales.....	497.51
New Zealand.....	1, 205.29
St. Lucia.....	7.06
Straits Settlement.....	1.79
Trinidad.....	27.78
Bermuda.....	3, 168.74
Bahama.....	200.00
Queensland.....	123.53
Victoria.....	271.90
Hong Kong.....	1, 035.83
Tobago.....	6.27
Grenada.....	7.28
Turk's Island.....	74.56
St. Vincent.....	6.09
Tasmania.....	21.96

158, 015.57

Balance collected by postmasters ..... 18, 596.71

The following balances were paid and charged to the appropriations  
for balances due foreign countries :

## Service of 1889:

Empire of Germany.....	\$18, 638.31
International Bureau, Berne, Switzerland.....	680.07
Kingdom of Italy.....	8, 470.56
Kingdom of Belgium.....	12, 080.89
Kingdom of Denmark.....	12, 478.87
Kingdom of Norway.....	561.28
Kingdom of Sweden.....	3, 374.85
Kingdom of The Netherlands.....	1, 014.39
Dominion of Canada.....	134.51
British Guiana.....	26.60
Bulgaria.....	1, 510.21
Roumania.....	1, 189.98

Total for 1889..... \$60, 160.52

## • Service of 1888:

Empire of Germany.....	\$23, 552.13
Kingdom of Italy.....	14, 787.71
Kingdom of Sweden.....	4, 251.91
Barbadoes.....	69.69

Total for 1888..... 42, 661.44

Aggregate amount paid ..... 102, 821.96

## 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.....	\$27,895,765.21
For the supply of special offices.....	51,609.16
For the supply of mail-messenger offices.....	928,770.99
For the salaries of railway postal clerks.....	5,233,824.96
For the salaries and expenses of the superintendents of the railway mail service.....	62,601.43
<b>Total.....</b>	<b>34,172,571.75</b>

## FOREIGN-MAIL TRANSPORTATION.

New York, Great Britain and Ireland, and countries beyond, via Great Britain.....	\$162,312.08
New York, Great Britain, and Germany, and countries beyond.....	220,127.99
Philadelphia, Great Britain, and Ireland.....	1.10
Boston, Great Britain, and Ireland.....	1,505.79
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, etc.....	74,688.06
Boston and Nova Scotia.....	790.72
Upper Pacific coast.....	1,473.10
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands.....	59,563.31
Boston and West Coast of Africa.....	.90
Expenses of Government mail agent at Panama.....	853.59
<b>Total foreign mail.....</b>	<b>521,316.64</b>
<b>Total transportation accrued.....</b>	<b>34,693,888.39</b>
The amount credited to "transportation accrued" and charged to mail contractors for overcredits, being for fines and deductions, was.....	256,757.26
The amount of fines and deductions remitted was.....	66,482.68
<b>Net amount of fines and deductions.....</b>	<b>190,274.58</b>
<b>Net amount of "transportation accrued".....</b>	<b>34,503,613.81</b>
The amount paid during the year was.....	32,416,882.21
<b>Excess of "transportation accrued".....</b>	<b>2,086,731.60</b>

## 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, 1889:

Union Pacific Railway Company (old Union Pacific Railroad Line), aided.....	\$419,883.36
Union Pacific Railway Company (old Kansas Pacific Line), aided portion.....	69,533.88
Lines operated, leased, or controlled by the Union Pacific Railway Company, non-aided portion.....	328,763.42
Central Pacific Railroad Company, aided portion.....	306,452.76
Sioux City and Pacific Railroad Company, aided portion.....	9,451.00
	<b>\$1,134,084.42</b>

## Use of postal cars, 1889:

Union Pacific Railway Company (old Union Pacific Railroad Line), aided .....	\$74,695.83	
Lines operated, leased, or controlled by the Union Pacific Railway Company, non-aided.....	6,213.36	
Central Pacific Railroad Company, aided.....	37,407.72	
Sioux City and Pacific Railroad Company, aided.....	1,272.00	
		<b>\$119,588.91</b>

## Regular service, previous years:

Lines leased or controlled by the Union Pacific Railway Company, non-aided, 1888.....	1,289.78	
Central Pacific Railroad Company, aided, 1887.....	250.78	
Union Pacific Railway Company (old Kansas Line), aided, 1888.....	217.42	
		<b>1,757.98</b>

Total Pacific railroad service not paid ..... 1,255,431.31

Amounts previously reported "certified to the Register of the Treasury," charged back by order of the Secretary of the Treasury. (See letter of June 23, 1887.)

## Regular service, 1887:

Sioux City and Pacific Railroad Company, aided.....	\$4,676.12	
Sioux City and Pacific Railroad Company, non-aided.....	681.19	
		<b>\$5,357.31</b>

## Use of postal cars, 1887:

Sioux City and Pacific Railroad Company, aided.....	649.12	
Sioux City and Pacific Railroad Company, non-aided.....	119.66	
		<b>768.78</b>

## Regular service, 1888:

Sioux City and Pacific Railroad Company, aided.....	9,451.00	
Sioux City and Pacific Railroad Company, non-aided.....	1,265.48	
		<b>10,716.48</b>

## Use of postal cars, 1888:

Sioux City and Pacific Railroad Company, aided.....	1,186.10	
Sioux City and Pacific Railroad Company, non-aided.....	283.75	
		<b>1,469.85</b>

Total to be paid ..... 18,312.42

## STATEMENT OF PAYMENTS TO AND COLLECTIONS FROM LATE POSTMASTERS.

Amount collected during the year from late postmasters....	\$86,526.27	
Amount charged to suspense .....	10,261.50	
Amount charged to bad and compromise debts .....	27,771.40	
		<b>\$124,559.17</b>
Amount paid during the year to late postmasters.....	149,329.05	
Amount credited to suspense.....	7,753.78	
Amount credited to bad and compromise debts.....	2,682.86	
		<b>159,765.69</b>
Amount remaining due postmasters becoming late during the fiscal year ended June 30, 1889 .....		<b>45,634.18</b>

## STATEMENT OF POSTAL ACCOUNTS OF LATE POSTMASTERS IN SUIT ON JUNE 30, 1889.

Amount of postal accounts of late postmasters in suit on June 30, 1888.....	\$250,355.28	
Amount of postal accounts of late postmasters submitted for suit during fiscal year ended June 30, 1889.....	65,455.43	
		<b>\$315,810.71</b>
Amount of postal accounts of late postmasters collected during the fiscal year ended June 30, 1889.....	9,476.09	
Amount of postal accounts of late postmasters otherwise settled during fiscal year ended June 30, 1889.....	8,938.35	
		<b>18,414.44</b>
Balance of postal accounts of late postmasters remaining in suit on June 30, 1889.....		<b>297,396.27</b>

Amount of interest and costs collected in suits against late postmasters and sureties on postal accounts during the fiscal year ended June 30, 1889..... \$1,137.62

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, 1889.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1889.

No. 3.—Statement, by States, of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1889.

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, 1889.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1889, 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, 1889, and charged to "miscellaneous expenses 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, 1889, 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, 1889, 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, 1889.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1889.

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1889.

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, 1889.

No. 13.—Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1889.

No. 14.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1889.

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, 1889.

No. 16.—Statement showing the revenue which accrued on money-order and postal-note transactions for the fiscal year ended June 30, 1889.

No. 17.—Recapitulation of net revenue for the fiscal year ended June 30, 1889.

No. 18.—Statement of assets and liabilities June 30, 1889.

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1889.

No. 20.—Weight of letters, newspapers, etc., sent by sea from the United States to European countries during the fiscal year ended June 30, 1889.

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, 1889.

No. 22.—Weights of re-transported foreign closed mails and cost of carriage of same by steam-ship companies.

Very respectfully,

T. B. COULTER,  
*Auditor.*

Hon. JOHN WANAMAKER,  
*Postmaster-General.*

H. Ex. 1, pt. 4—62

No. 1.—*Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1889.*

Accounts.	Quarter ended—				Aggregate.
	Sept. 30, 1888.	Dec. 31, 1888.	Mar. 31, 1889.	June 30, 1889.	
Letter postage .....	\$59, 140. 76	\$38, 940. 21	\$47, 640. 34	\$30, 890. 97	\$176, 612. 28
Box rents and branch offices ..	548, 143. 02	548, 283. 19	545, 293. 00	546, 859. 77	2, 188, 578. 98
Fines and penalties .....	3, 3. 9. 53	4, 195. 91	4, 646. 76	7, 698. 00	19, 990. 20
Postage-stamps, stamped envelopes, letter-sheets, wrappers, and postal-cards .....	12, 104, 991. 74	13, 741, 064. 97	14, 056, 296. 48	13, 050, 748. 64	52, 953, 101. 83
Dead-letters .....	4, 550. 30	4, 981. 11	1, 550. 93	1, 631. 04	12, 722. 38
Revenue from money-order business .....	178, 631. 61	225, 979. 10	108, 899. 82	184, 294. 28	787, 804. 81
Miscellaneous .....	4, 320. 52	6, 546. 67	14, 488. 47	11, 535. 04	36, 890. 70
Total .....	12, 903, 137. 48	14, 569, 991. 16	14, 868, 824. 80	13, 833, 657. 74	56, 175, 611. 18



No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department under their several heads for the fiscal year ended June 30, 1899.

Appropriations.	Quarter ended—				Expended on account of 1880.	Expended on previous years.	Aggregate expenditure.
	Sept. 20, 1888.	Dec. 31, 1888.	Mar. 31, 1889.	June 30, 1889.			
Compensation of postmasters.	\$3,157,468.33	\$3,801,209.78	\$3,419,572.99	\$3,290,780.89	\$13,168,990.99	\$12,940.35	\$13,181,931.34
Compensation of clerks for post-offices.	1,448,305.81	1,478,421.68	1,488,033.38	1,504,420.50	5,919,301.69	11,908.57	5,931,210.56
Compensation of clerks for post-offices for unusual business.							
Compensation of letter-carriers and incidental expenses.	1,033,881.56	1,147,909.87	1,173,232.19	1,812,916.22	6,167,890.84	681.51	6,168,581.35
Wrapping paper.	10,708.94	16,020.05	11,871.20	5,363.83	40,000.00		74,074.00
Post-marking and canceling stamps.	20,332.66	27,413.81	34,044.46	25,212.14	71,439.23		71,439.23
Letter-balances, seals, and lost weights.	20,332.66	27,413.81	34,044.46	25,212.14	71,439.23		71,439.23
Letter, night, and fuel for the first and second class post-offices.	21,562.22	24,355.78	30,418.90	1,400.45	14,053.89		30,096.66
Letter, night, and fuel for post-offices of the third class.	21,562.22	24,355.78	30,418.90	1,400.45	14,053.89		30,096.66
Stationery for post-offices.	10,103.54	9,841.88	69,731.04	114,912.09	256,162.52	7,784.43	507,064.55
Furniture for post-offices.			8,204.70	14,046.55	42,576.70	1,707.37	47,074.38
Miscellaneous, office of First Assistant Postmaster-General, including office furniture.	17,524.85	21,760.08	4,611,907.73	21,400.84	85,158.17	2,503.20	47,074.38
Inland mail transportation—railroad.	4,206,241.20	4,325,015.79	4,611,907.73	4,440,032.84	17,843,267.70	7,092.80	18,240,432.11
Inland mail transportation—railroad, special facilities, etc.	73,913.82	73,913.82	73,913.82	71,297.41	34,600.41		5,214,308.57
Inland mail transportation—star.	1,285,617.88	3,308,033.57	1,296,001.23	1,209,475.75	34,670.16		5,434,874.06
Inland mail transportation—steam boat.	1,009,814.20	1,112,111.52	909,310.88	1,064,415.28	1,427,886.98		4,052,503.06
Transportation by postal-cars.	407,136.16	407,592.94	502,321.34	523,921.07	1,091,066.61		1,464.08
Compensation of railway post-office clerks.	1,254,050.75	1,307,449.41	1,323,104.21	1,318,424.09	5,236,747.09	2,645.19	5,236,692.23
Compensation of mail-messengers.	2,234,001.68	2,240,401.41	2,244,600.45	2,238,280.55	8,967,331.62	3,584.53	8,967,331.62
Mail locks and keys.	4,030.38	2,310.00	5,903.20	3,497.45	14,827.05		18,757.15
Mail bags and catches.	20,036.44	51,361.70	65,519.45	47,457.69	179,965.25	798.90	180,784.86
Miscellaneous—Second Assistant Postmaster-General.	119.73	14.85	262.53	80.75	486.86		
Mail depredations and post-office inspectors.	53,983.70	53,410.37	47,788.28	41,819.56	197,031.91	1,337.89	108,300.80
Postage stamps.	31,205.04	35,781.72	38,192.00	33,882.00	139,082.71		139,082.71
Distribution of postage stamps.	1,890.00	1,890.00	1,890.00	1,734.74	7,414.74		7,414.74
Stamped envelopes, newspaper wrappers, and letter-sheets.	241,676.86	129,931.81	197,486.57	190,094.13	750,203.37	2,140.41	752,343.78
Distribution of stamped envelopes, newspaper wrappers, and letter-sheets.							
Postal-cards.	3,650.00	3,950.00	3,950.00	3,838.18	15,747.18		15,747.18
Distribution of postal-cards.	34,491.22	50,043.05	44,919.19	58,805.49	180,159.82		180,159.82
Registered package, tag and official, and dead letter envelopes.	1,920.85	1,920.85	1,900.00	1,900.00	7,705.00	11.55	7,716.64
Ship, steam boat, and way letters.	21,602.63	24,547.02	27,670.23	25,508.12	99,588.00		99,588.00
Engraving, printing, and binding drafts and warrants.	333.16	335.78	198.68	345.86	1,273.48		1,273.48
Miscellaneous—Third Assistant Postmaster-General.	2,246.40		223.20		2,499.00		2,499.00
Advertising.	11.55				14.55		2,499.00
Miscellaneous—Office of Postmaster-General.	2,651.69	4,639.34	4,005.65	4,005.65	15,681.88	39.75	15,681.88
Foreign mail transportation.	119,283.90	130,577.60	129,766.27	103.18	139,159.18		159,159.18
Balance due foreign countries.	14,814.31	40,247.60	4,950.52	135,095.20	223,522.97	17,688.72	541,231.63
Special delivery.	27,684.70	31,044.03	30,774.06	60,160.52	42,601.44	42,601.44	192,831.96
Compensation of postmasters re-adjusted under act of March 3, 1883.				121,987.05	11.70	11.70	191,866.81
Total.	14,710,215.81	15,288,924.10	15,719,984.02	15,713,623.29	61,370,847.24	940,272.12	62,317,119.36

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1899.

States and Territories.	Receipts.			Expenditures.						Excess of expenditures over receipts.	
	Letter postage, and waste paper, twine, etc.	Box rents and branch offices.	Postage stamps, and stamped envelopes, and postal card.	Total receipts.	Compensation of postmasters.	Clerks for offices, rent, fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of postal clerks and mail messengers.	Transportation by States.		Total expenditures.
Alabama.....	\$2.54	\$20,350.81	\$435,754.45	\$456,133.31	\$196,446.28	\$43,455.31	\$23,514.68	\$35,963.32	\$56,980.18	\$756,359.77	\$300,206.46
Alaska.....	15	130.00	1,871.95	2,002.10	1,431.91	3,755.92	3,755.92	59.10	18,891.21	20,374.15	18,372.03
Arizona.....	4.08	7,787.45	62,025.10	69,814.49	35,416.45	3,755.92	3,755.92	3,490.81	175,063.38	177,507.92	147,766.43
Arkansas.....	11.01	15,675.67	344,408.53	360,085.33	181,368.29	31,187.14	16,546.42	50,342.87	231,207.58	539,740.15	179,504.84
California.....	231.61	106,041.15	5,619,527.00	7,251,801.76	367,063.39	265,427.38	221,505.69	130,918.82	997,673.81	1,980,670.17	254,877.41
Colorado.....	4.08	64,182.62	912,474.61	980,661.75	163,405.82	70,974.18	44,833.35	60,680.82	450,731.75	760,634.97	195,549.29
Connecticut.....	294.38	56,565.22	912,474.61	980,661.75	163,405.82	70,974.18	44,833.35	60,680.82	450,731.75	760,634.97	195,549.29
Dakota.....	10.23	40,176.03	467,325.61	507,523.63	250,353.88	33,094.70	15,544.48	65,117.59	332,841.07	675,494.37	\$113,910.92
Delaware.....	16.11	2,516.99	115,640.80	118,142.90	36,225.53	10,070.10	15,660.73	7,851.59	37,123.37	105,962.95	162,658.60
District of Columbia.....	3,956.03	5,165.89	370,987.49	389,109.39	6,541.61	254,178.32	101,794.19	195,917.74	558,461.86	558,461.86	178,358.54
Florida.....	7.02	16,841.75	265,308.36	282,159.33	138,276.28	30,183.55	12,036.01	46,404.71	674,938.75	501,815.41	279,650.08
Georgia.....	470.55	18,841.00	697,264.15	686,584.70	224,737.09	68,760.79	62,009.25	2,533.95	107,210.78	161,445.84	503,405.78
Idaho.....	290.35	6,946.75	81,681.35	88,211.45	48,496.23	3,184.88	.....	2,533.95	107,210.78	161,445.84	73,214.30
Illinois.....	3,253.87	147,559.16	4,018,534.82	4,770,637.95	777,787.98	676,830.98	584,281.60	561,511.19	621,692.88	1,225,132.94	544,904.32
Indiana.....	890.41	896.53	68,208.88	1,220,355.13	1,280,432.65	139,066.85	129,658.61	138,688.80	989,918.42	1,139,327.80	549,895.24
Indian Territory.....	7.04	2,688.08	56,544.91	59,240.63	36,489.94	1,940.54	.....	1,218.27	61,817.41	100,566.16	41,236.13
Iowa.....	468.75	11,819.80	1,445,895.29	1,559,183.81	578,617.63	149,311.29	111,593.75	270,490.04	1,099,847.48	228,800.19	669,016.35
Kansas.....	2.90	87,987.88	1,125,565.29	1,209,672.63	596,541.39	100,368.55	81,486.08	69,184.71	617,798.87	1,119,673.00	673,207.08
Kentucky.....	287.23	26,667.81	785,649.13	812,564.16	269,589.43	84,229.49	76,316.18	80,140.14	229,370.18	574,876.64	24,035.79
Louisiana.....	149.80	17,897.08	827,877.12	845,810.56	124,976.75	67,239.15	42,906.40	92,749.98	250,618.08	686,044.46	15,910.44
Maine.....	108.83	34,891.71	633,154.48	670,135.92	258,076.85	138,344.54	293,237.65	57,703.33	581,463.99	147,402.47	282,933.08
Maryland.....	2.96	12,219.15	851,836.16	864,049.39	161,632.98	138,344.54	293,237.65	57,703.33	581,463.99	147,402.47	282,933.08
Massachusetts.....	21.00	1,762.67	151,277.80	3,513,748.13	3,666,309.60	471,746.46	504,477.71	332,484.76	539,821.24	2,479,369.71	1,186,839.89
Michigan.....	60	912.31	102,736.36	1,697,937.61	1,801,610.85	543,070.82	178,630.54	162,922.22	979,916.26	815,569.58	13,932.50
Minnesota.....	3.97	56,485.27	318,912.96	375,394.60	298,701.05	135,366.56	148,266.75	175,898.85	979,916.26	722,143.47	523,117.65
Mississippi.....	16.37	66,485.27	318,912.96	375,394.60	298,701.05	135,366.56	148,266.75	175,898.85	979,916.26	722,143.47	523,117.65
Missouri.....	20	1,404.36	67,359.16	2,325,485.84	2,394,349.50	474,412.02	297,730.41	201,824.87	1,453,897.99	939,978.37	358,726.27
Montana.....	16.80	28,963.61	176,449.76	205,424.18	75,224.00	17,650.50	4,256.31	21,822.87	116,578.49	233,502.17	30,077.96
Nebraska.....	198.92	4,359.17	878,211.02	942,769.11	327,983.21	70,035.10	55,104.66	148,708.14	1,058,777.01	691,398.12	718,623.01
Nevada.....	25	7,610.71	87,823.51	94,534.51	31,256.57	6,099.73	.....	8,098.28	118,537.10	161,501.68	96,067.17
New Hampshire.....	68.04	43,798.40	379,336.11	401,392.83	163,567.63	29,892.54	30,573.66	20,142.60	336,835.16	376,971.89	24,330.96
New Jersey.....	241.75	23,901.76	1,199,357.42	1,213,997.63	295,930.06	115,337.42	209,580.76	35,182.59	390,151.47	442,182.80	201,215.33
New Mexico.....	11.51	9,917.93	84,339.01	94,552.28	49,633.03	7,297.35	.....	18,813.08	176,532.93	235,246.43	157,694.16
New York.....	5,003.21	213,917.52	764,920.91	984,041.25	1,082,394.55	1,640,230.34	1,659,620.98	324,674.33	1,943,072.53	850,028.19	3,137,976.07
North Carolina.....	92.01	73.78	14,597.39	419,224.61	433,895.60	221,845.04	1,659,620.98	41,423.33	395,965.68	703,645.43	269,749.74

Ohio	1, 624.26	121, 006.99	320, 936.57	354, 257.82	756, 375.86	383, 920.56	397, 657.26	770, 607.86	927, 125.31	340, 688.85	1, 998, 428.03		
Oregon	16.18	21, 708.86	291, 383.90	313, 118.94	110, 123.62	24, 077.18	15, 411.32	44, 578.37	297, 410.41	401, 330.93	178, 211.99		
Pennsylvania	1, 595.45	137, 190.21	4, 874, 518.36	5, 013, 304.02	1, 002, 745.42	64, 200.04	8, 383.81	433, 402.25	335, 617.84	302, 292.27		711, 101.76	
Rhode Island	140.22	21, 618.22	364, 742.61	386, 621.08	57, 755.42	42, 180.61	73, 121.29	10, 046.70	57, 538.62	240, 638.69		145, 882.42	
South Carolina	33.30	9, 848.44	290, 211.90	300, 091.73	130, 426.61	24, 014.70	22, 701.56	67, 880.58	310, 940.94	569, 139.25	269, 045.52		
Tennessee	36.70	17, 314.56	708, 012.88	725, 564.65	227, 427.31	71, 738.81	57, 938.92	138, 723.95	310, 940.94	806, 757.95	81, 103.30		
Texas	1, 100	143, 79	61, 970.02	1, 069, 133.37	422, 445.16	107, 860.58	6, 377.68	20, 425.41	161, 732.30	355, 010.77	24, 280.80		
Utah	31.86	9, 378.96	130, 128.02	139, 538.44	46, 672.09	13, 860.58	6, 377.68	20, 425.41	161, 732.30	355, 010.77	24, 280.80		
Vermont	60.70	17, 130.34	343, 548.93	369, 729.97	157, 550.38	24, 012.76	21, 259.92	68, 000.19	736, 771.22	862, 825.56	148, 256.41		
Virginia	117.69	18, 692.37	791, 138.52	806, 918.38	321, 707.41	76, 373.78	70, 819.53	9, 280.14	253, 694.84	398, 101.98	118, 256.41		
Washington	5.88	20, 595.49	259, 241.20	276, 842.57	97, 394.83	18, 965.28	12, 754.91	36, 519.24	193, 348.51	421, 374.22	114, 139.15		
West Virginia	5.66	70.36	9, 337.86	297, 801.19	307, 235.07	21, 605.97	127, 178.38	96, 424.52	772, 753.02	512, 889.74	272, 367.11		
Wisconsin	298.71	63, 315.61	174, 918.27	240, 592.69	385, 276.32	121, 271.53	2, 180.27	1, 697.21	188, 028.26	209, 769.53	139, 634.43		
Wyoming	2.34	1.55	6, 253.05	61, 978.18	70, 235.12	4, 836.37							
Total	802, 34.24	800, 25.2	186, 452.06	52, 971, 446.81	55, 184, 081.49	12, 165, 807.56	7, 044, 816.80	6, 030, 729.08	6, 181, 120.41	27, 886, 727.71	61, 108, 300.60	12, 081, 500.68	6, 007, 371.61
Deduct miscellaneous items				18, 845.01	16, 617.69		1, 406.30		315, 23.2	225, 783.56	2, 197, 243.89	2, 197, 243.59	16, 617.69
Add miscellaneous items		40	1, 726.92			3, 093.43		27, 170.70					
Grand total	802, 34.24	800, 25.2	188, 678.06	52, 953, 101.83	55, 167, 483.80	12, 168, 990.99	7, 013, 407.50	6, 057, 899.84	6, 190, 814.18	25, 669, 044.16	60, 001, 056.67	9, 884, 846.79	6, 050, 733.92

Items of expenditure of a general nature not embraced in statements by States.

Items of receipt of a general nature not embraced in statement by States.

Amount paid for foreign mails and expenses of Government agents	\$723, 5, 2.97	Receipts on account of head letters	---	\$12, 722.38
Balances paid foreign countries	60, 100.52	Receipts on account of fines and penalties	---	19, 930.03
Ship, steam-boat, and way letters	1, 273.48	Receipts on account of miscellaneous	---	12, 000.03
Wrapping paper	14, 074.00	Revenue for money-order business	---	757, 894.81
Twine	71, 439.23	Letter postage	---	175, 718.84
Engraving, printing, and binding drafts and warrants	2, 499.00	Excess of expenditures over receipts	---	5, 201, 236.69
Advertising	4, 345.73			
Mail bags and envelopes	93, 698.10			
Salaries and expenses of assistant superintendents of the Railway Mail Service	62, 601.43			
Mail locks and keys	14, 827.03			
Post-marking and canceling stamps	26, 306.16			
Mail dispendations and post-office inspectors	197, 091.91			
Letter balances	14, 924.80			
Expenses of postage-stamps, stamped envelopes, wrappers, and cards	1, 109, 292.01			
Dead-letter, official, and registered-package envelopes	40, 380.00			
Stationery and miscellaneous payments	40, 329.70			
Excess of expenses brought down	3, 835, 562.87			
Total	6, 209, 363.44	Total	---	6, 209, 363.44

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, 1889.

Title of appropriation.	Amount appropriated (including special acts and deficiencies).	Expended.	Balance unexpended.
Compensation of postmasters	\$12,800,000.00	\$13,168,990.99	
Compensation of clerks for post-offices	5,950,000.00	5,919,301.69	\$30,698.31
Compensation of clerks for post-offices for unusual business	25,000.00		25,000.00
Compensation of letter-carriers and incidental expenses	7,000,000.00	6,957,890.84	42,109.16
Wrapping-paper	45,000.00	44,074.00	926.00
Twine	80,000.00	71,439.23	8,560.77
Postmarking and canceling stamps	43,000.00	36,366.16	6,633.84
Letter-balances, scales, and test weights	15,000.00	14,951.80	48.20
Rent, light, and fuel for first and second class post-offices	350,000.00	529,879.12	20,120.88
Rent, light, and fuel for post-offices of the third class	450,000.00	286,102.52	163,897.48
Stationery for post-offices	55,000.00	42,876.70	12,123.30
Miscellaneous, office of First Assistant Postmaster-General, including office furniture	100,000.00	85,158.17	14,841.83
Inland mail transportation, railroad	18,007,328.46	17,813,357.70	194,170.76
Inland mail transportation, special facilities, etc.	295,987.53	293,038.87	2,948.66
Inland mail transportation, star	5,400,000.00	5,177,195.43	222,804.57
Inland mail transportation, steam-boat	450,000.00	427,888.96	22,111.04
Transportation by postal cars	2,053,643.60	1,991,006.61	62,576.99
Compensation of railway post-office clerks	5,206,790.21	5,231,067.09	62,723.12
Compensation of mail messengers	950,000.00	926,747.09	23,252.91
Mail locks and keys	25,000.00	14,827.03	10,172.97
Mail bags and catchers	255,000.00	179,965.25	105,034.75
Miscellaneous, Second Assistant Postmaster-General	1,000.00	488.86	511.14
Mail depredations and post-office inspectors	200,000.00	197,031.91	2,968.09
Postage-stamps	144,148.00	139,062.71	5,085.29
Distribution of postage-stamps	8,000.00	7,414.74	585.26
Stamped envelopes, newspaper wrappers, and letter sheets	750,687.00	750,203.37	484.63
Distribution of stamped envelopes, newspaper wrappers, and letter sheets	16,000.00	15,747.18	252.82
Postal-cards	212,455.00	189,159.82	23,295.18
Distribution of postal-cards	7,800.00	7,705.09	94.91
Registered package, tag, official, and dead-letter envelopes	102,866.00	99,358.00	3,478.00
Ship, steam-boat, and way letters	2,500.00	1,273.48	1,226.52
Engraving, printing, and binding drafts and warrants	2,500.00	2,499.60	40.40
Miscellaneous, Third Assistant Postmaster-General	1,000.00	14.55	985.45
Advertising	10,000.00	15,861.88	135.12
Miscellaneous, office of Postmaster-General	1,500.00	129.18	1,370.82
Foreign mail transportation	547,000.00	523,522.97	23,477.03
Balance due foreign countries	75,000.00	60,160.52	14,839.48
Special delivery	121,987.65	121,987.05	

\* Excess of expenditures, 368,990.99.

No. 5.—Statement in detail of Miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1889, and charged to "Miscellaneous items, office of the Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1888.			
July 28	George Herbert	One copy of Legal References	\$4.00
Aug. 16	Adams Express Company	Transportation of one bundle books for the Assistant Attorney-General for the Post-Office Department.	1.00
Nov. 14	David M. Stone, proprietor of the Journal of Commerce.	Subscription for Superintendent of Foreign Mails from May 11 to November 11, 1888.	7.50
1889.			
Mar. 9	Z. Moses	Expenses in traveling from Laredo, Tex., to the City of Mexico, in obedience to instructions from the Postmaster-General and Superintendent of Foreign Mails.	96.68
May 22	David M. Stone, proprietor of the Journal of Commerce.	Subscription from November 11, 1888, to May 11, 1889, for Superintendent of Foreign Mails.	7.50
May 29	F. and J. W. Johnson & Co.	One Massachusetts Report, vol. 137, furnished to the office of the Assistant Attorney-General for the Post-Office Department.	3.50
July 12	G. G. Howland, treasurer of the New York Herald.	Subscription for one year to June 30, 1889.	10.00
	Total paid by warrant.		129.18

**No. 6.**—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1889, and charged to miscellaneous and incidental items, office of the First Assistant Postmaster-General.*

## AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1889.			
April 16	Albert H. Scott .....	Expenses incurred while traveling to New Orleans under order of the Postmaster-General, March 2, 1889.	\$41.15
July 2	J. B. Minick .....	Expenses incurred while traveling with the commission designated to examine the New York post-office on order of the Postmaster-General, dated June 7, 1889.	13.25
July 9	James T. Metcalf .....	do .....	91.55
July 19	Henry H. Muller, assistant postmaster, Cincinnati, Ohio.	do .....	134.10
July 26	Hon. James N. Tyner, Assistant Attorney-General for the Post-Office Department.	do .....	260.55
July 26	H. S. Huidekoper .....	do .....	192.00
			732.60

## 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, 1888 .....	\$13,835.18
Fourth quarter, 1888 .....	21,919.72
First quarter, 1889 .....	29,949.97
Second quarter, 1889 .....	20,800.34
Total .....	91,505.21
Amount paid by warrant .....	\$732.60
Less amount counter entry, post-office inspector's fares .....	16.75
	715.85
Amount paid and charged "Miscellaneous, Office First Assistant Postmaster-General" .....	92,221.06

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1889, and charged to "Miscellaneous items, office of the Second Assistant Postmaster-General."

## AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1888. Sept. 24	R. D. S. Tyler .....	Expenses incurred while on visits on official business to Indianapolis, Ind., Chicago, Ill., and Bridgeport, Conn., on orders of the Postmaster-General and Second Assistant Postmaster-General.	\$27.25
Oct. 16	do .....	do	6.95
Dec. 26	W. S. McMurray .....	Expenses while on official business authorized by the Second Assistant Postmaster-General.	33.58
Dec. 26	R. D. S. Tyler .....	do	51.05
1889. Jan. 9	A. B. Maze .....	Expenses while on a visit to Washington, on order of the Second Assistant Postmaster-General.	14.85
Jan. 15	R. D. S. Tyler .....	Expenses incurred on trip from Washington, D. C., to Bridgeport, Conn., on order of Second Assistant Postmaster-General.	9.65
Jan. 24	Charles M. Sizer .....	13½ days' service on proposals, at \$2.40 per day	31.80
Jan. 24	Mary L. Dant .....	do	26.57
Jan. 24	J. H. Mills & Co .....	Five pounds of printer's ink for stamping proposals	5.00
Jan. 28	Caroline Glick .....	5½ days, at \$2 per day, folding bids	10.85
Jan. 28	Eugene F. Marché .....	do	10.86
Mar. 9	R. D. Tyler .....	Expenses incurred on trip from Washington to New York, to inspect "jute sacks," on order of the Second Assistant Postmaster-General.	8.15
Mar. 19	W. J. Russell .....	Expenses incurred while on a visit to Washington, as a member of a committee to examine and report on rotary locks, by order of the Postmaster-General.	73.85
Apr. 15	A. B. Maze .....	Expenses incurred on a trip to Washington, D. C., in compliance with an order given by the Second Assistant Postmaster-General.	15.75
Apr. 19	Jas. H. Mason .....	Expenses incurred on a trip to Washington, D. C., to estimate for heating arrangements for the new mail-bag repair-shop, on order of the Second Assistant Postmaster-General.	62.75
Apr. 29	Caroline Glick .....	4 days' service, at \$2 per day, folding bids	8.00
May 29	R. D. S. Tyler .....	Expenses incurred while on a visit to New York on official business, by direction of the Second Assistant Postmaster-General.	7.20
June 19	W. J. Pollock .....	Expenses incurred while on an official visit to investigate mail-bag repair-shop and mail-bag depository, at Chicago, Ill., on order of the Second Assistant Postmaster-General.	52.25
July 17	S. A. Whitfield, Second Assistant Postmaster-General.	Expenses incurred in visiting different points to secure machinery and help to fit up new lock repair-shop.	29.50
	Total paid by warrant .....		486.86



No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1889, and charged to "Miscellaneous items," Office of the Third Assistant Postmaster-General.

## AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1888.			
Oct. 3	Charles F. Lewis.....	Expenses incurred while on an official visit to Hartford, Conn., by direction of the Third Assistant Postmaster-General.	\$11 55
Oct. 3	R. H. Martin.....	Expenses incurred while on an official visit to Baltimore, Md., by order of the Third Assistant Postmaster-General.	3 00
	Total paid by warrant.....		14 55

No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1889.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.	\$4,945,668.21		\$4,945,668.21	\$3,288,319.03
1838.	4,238,733.46		4,238,733.46	4,430,662.21
1839.	4,484,656.70		4,484,656.70	4,636,536.31
1840.	4,543,521.92		4,543,521.92	4,718,235.64
1841.	4,407,726.27	\$482,657.00	4,890,383.27	4,499,327.61
1842.	4,546,849.65		4,546,849.65	5,674,751.80
1843.	4,296,225.43		4,296,225.43	4,374,753.71
1844.	4,237,287.83		4,237,287.83	4,296,512.79
1845.	4,289,841.80		4,289,841.80	4,320,731.99
1846.	3,487,199.35	750,000.00	4,237,199.35	4,076,036.91
1847.	3,880,309.23	12,500.00	3,892,809.23	3,979,542.10
1848.	4,555,211.10	125,000.00	4,680,211.10	4,326,850.27
1849.	4,705,176.28		4,705,176.28	4,479,049.13
1850.	5,499,984.86		5,499,984.86	5,212,953.43
1851.	6,410,604.33		6,410,604.33	6,278,401.68
1852.	5,184,526.84	1,741,441.44	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	2,730,748.90	8,986,335.18	8,577,424.12
1855.	6,642,136.13	3,114,542.26	9,756,678.39	9,968,342.29
1856.	6,920,821.66	3,748,881.56	10,669,703.22	10,405,286.36
1857.	7,353,951.76	4,528,004.67	11,881,956.43	11,508,057.93
1858.	7,486,702.86	4,679,270.71	12,166,063.57	12,732,470.01
1859.	7,968,484.07	3,915,946.49	11,884,430.56	11,458,083.63
1860.	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
1861.	8,349,296.40	4,639,806.53	12,989,102.93	13,606,759.11
1862.	8,299,820.90	2,598,953.71	10,898,774.61	11,125,364.13
1863.	11,163,789.59	1,007,848.72	12,171,638.31	11,314,207.84
1864.	12,438,253.78	749,080.00	13,187,333.78	12,644,786.20
1865.	14,560,168.70	3,968.46	14,564,137.16	13,694,728.28
1866.	14,430,986.21		14,430,986.21	15,352,079.30
1867.	15,297,026.87	3,991,666.67	19,288,693.54	19,235,481.46
1868.	16,292,600.80	5,696,525.00	21,989,125.80	22,730,592.65
1869.	18,344,519.72	5,707,115.39	24,051,635.11	23,098,131.50
1870.	19,772,220.65	4,022,140.85	23,794,361.50	23,928,837.63
1871.	20,037,045.42	4,126,200.00	24,163,245.42	24,390,104.08
1872.	21,915,426.37	4,933,750.00	26,909,176.37	26,658,192.31
1873.	22,996,741.57	5,690,475.00	28,687,216.57	29,084,945.67
1874.	26,471,071.82	5,922,423.55	32,393,505.37	32,126,414.58
1875.	26,791,309.59	6,704,646.96	33,496,007.55	33,011,309.45
1876.	28,634,197.50	5,088,583.03	33,722,780.53	33,263,487.58
1877.	27,531,585.26	7,013,300.00	34,544,885.26	33,486,322.44
1878.	29,277,516.95	5,307,752.82	34,585,269.77	34,165,084.49
1879.	30,041,982.86	3,297,965.25	33,339,948.11	33,449,809.45
1880.	33,315,479.34	3,597,717.29	36,913,196.54	36,542,803.62
1881.	36,785,307.97	3,297,921.46	40,083,229.43	39,592,566.22
1882.	41,876,410.15	6,595.12	41,883,005.27	40,482,021.23
1883.	45,508,692.61	21,416.83	45,530,109.46	43,282,944.43
1884.	43,325,958.81	140,699.79	43,466,649.60	47,224,560.27
1885.	42,560,843.83	6,066,473.00	48,627,316.83	50,040,235.21
1886.	43,948,422.95	8,751,070.73	52,699,493.68	51,094,743.80
1887.	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.39
1888.	52,035,176.79	3,386,441.79	55,421,618.49	56,468,315.20
1889.	56,175,611.18	5,743,017.89	61,920,629.07	62,317,119.36





Presidential from April 16, 1889.

Presidential from October 1, 1888.

In Government building.

Presidential from June 16, 1889.

Presidential from December 11, 1888.

Presidential from May 1, 1889.

Presidential from August 28, 1888.

Phoenix .....	8,423.68	1,800.00	159.74	270.00	4.80	.....	2,274.51	6,159.14	27
Prescott .....	5,283.90	1,000.00	603.00	37.50	2.48	.....	2,239.98	3,023.92	43
Tombstone .....	4,588.30	1,800.00	300.00	270.00	1.62	.....	2,171.52	2,416.78	47
Tucson .....	7,552.19	1,900.00	602.50	270.00	.....	.....	2,812.50	4,719.69	38
Total .....	25,894.71	6,998.90	1,762.24	847.50	8.80	.....	9,617.44	16,282.29	37
ARKANSAS.									
Arkadelphia .....	3,029.29	1,400.00	162.00	87.75	3.44	.....	1,655.19	1,374.10	55
Batesville .....	2,796.61	1,300.00	400.00	127.75	4.16	.....	1,728.73	1,067.91	62
Bentonville .....	2,827.62	1,200.00	200.00	72.80	3.12	.....	1,475.92	1,351.70	52
Clenden .....	3,167.56	1,300.00	500.00	176.25	3.52	.....	1,979.77	1,187.79	63
Dardanelle .....	3,436.31	1,208.79	41.67	.....	.....	.....	251.92	185.39	58
Eureka Springs .....	6,119.88	1,800.00	900.00	192.00	10.40	.....	2,902.02	3,217.86	47
Gaylesville .....	5,304.29	1,600.00	500.00	135.75	4.16	.....	2,137.91	3,222.29	40
Fort Smith .....	2,085.29	1,000.00	75.00	.....	1.28	.....	1,111.28	6,653.92	54
Hot Springs .....	14,875.34	2,400.00	2,600.00	340.00	.....	.....	8,768.89	6,106.45	59
Hellena .....	4,916.68	1,700.00	800.00	270.00	3.92	.....	2,775.92	2,140.76	56
Hope .....	3,075.92	1,400.00	300.00	156.03	2.88	.....	1,758.93	1,294.09	58
Hot Springs .....	12,737.27	2,400.00	2,600.00	340.00	6.00	.....	4,138.03	10,258.38	70
Jonesboro .....	7,700.49	1,300.00	1,000.00	165.40	3.28	.....	1,468.08	4,478.89	63
Little Rock .....	42,871.14	2,800.00	8,100.00	65.40	144.51	.....	19,013.14	24,861.09	43
Malvern .....	2,211.90	1,000.00	200.00	92.25	.....	.....	1,292.21	918.39	58
Morrilton .....	1,757.34	45.23	4.17	.....	.....	.....	49.60	20.84	70
Newport .....	3,113.18	1,200.00	200.00	146.25	3.44	.....	1,648.09	1,463.49	53
Paragould .....	2,343.16	700.00	.....	69.71	.....	.....	769.71	573.45	57
Pine Bluff .....	12,160.20	2,500.00	1,400.00	1,013.59	552.24	.....	6,585.70	5,514.50	54
Prescott .....	2,418.69	1,100.00	200.00	108.75	2.65	.....	1,411.40	1,007.29	58
Rossville .....	3,314.14	1,84.34	16.67	.....	.....	.....	201.01	113.13	64
Searcy .....	2,666.38	1,100.00	200.00	131.25	2.74	.....	1,433.99	1,126.39	56
Texas .....	6,762.54	1,900.00	1,100.00	270.00	4.00	.....	3,373.99	3,418.59	66
Van Buren .....	3,565.55	1,500.00	200.00	136.22	3.85	.....	1,834.07	1,731.48	61
Total .....	144,539.92	32,633.46	20,894.65	5,937.97	765.15	.....	76,887.65	68,652.27	52
CALIFORNIA.									
Alameda .....	7,648.71	1,700.00	.....	35.75	34.56	.....	1,770.31	5,878.40	23
Anheim .....	2,282.84	1,200.00	.....	143.32	.....	.....	1,944.12	998.72	59
Arata .....	4,000.48	1,000.00	300.00	142.50	1.69	.....	1,444.10	556.38	72
Auburn .....	4,228.85	1,500.00	180.00	255.00	3.84	.....	1,938.84	2,287.01	46
Bakersfield .....	4,987.92	1,500.00	.....	210.00	1.20	.....	1,711.20	3,273.72	34
Berkeley .....	3,249.29	1,200.00	225.00	111.75	4.80	.....	1,541.55	1,707.74	47
Calistoga .....	5,255.00	1,600.00	.....	189.25	11.69	.....	1,890.85	3,454.15	34
Chico .....	2,377.17	1,100.00	282.50	133.75	1.44	.....	1,487.69	889.48	63
Coverdale .....	4,239.62	850.00	.....	96.87	.....	.....	946.87	3,292.75	32
Colton .....	1,871.03	941.68	342.38	88.10	.....	.....	1,372.54	498.40	73
Colton .....	3,168.01	1,400.00	200.00	232.50	3.62	.....	1,886.02	1,281.00	60
Colusa .....	3,017.86	1,500.00	400.00	126.00	3.84	.....	2,029.84	1,888.02	52
Dixon .....	2,896.36	1,300.00	26.25	26.25	1.92	.....	1,328.17	1,568.19	47
Eureka .....	8,902.27	1,900.00	300.00	270.00	12.24	.....	2,482.24	6,470.03	28

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
CALIFORNIA—cont'd.											
Presump	2	\$19,713.58	\$2,400.00	\$1,000.00	\$27.20	\$54.24	.....	\$4,383.44	\$15,328.00	22	
Gilroy	3	3,296.76	1,400.00	.....	96.75	2.72	.....	1,499.47	1,797.29	45	
Grass Valley	3	7,508.29	1,700.00	.....	225.00	1.04	.....	1,985.54	5,500.78	26	
Hanford	3	7,520.40	1,200.00	162.50	161.00	1.68	.....	1,383.56	1,387.84	50	
Hawards	3	7,392.02	1,000.00	.....	76.50	3.44	.....	1,070.94	1,312.08	45	
Hayward	3	7,924.97	1,500.00	.....	109.00	2.40	.....	1,611.40	5,313.57	28	
Hollister	3	7,076.78	1,500.00	.....	130.00	1.80	.....	1,650.80	5,425.98	44	
Jackson	3	7,076.55	1,500.00	100.00	.....	1.50	.....	1,603.50	5,473.05	50	Presidential from January 1, 1889.
Livermore	3	7,388.07	1,200.00	.....	192.00	4.80	.....	1,466.80	1,322.04	53	
Long Beach	3	107,526.09	3,300.00	32,184.44	1,375.00	1,120.70	\$57,121.71	65,110.55	42,410.54	61	Presidential from April 1, 1889.
Los Angeles	1	2,523.19	1,000.00	.....	130.75	4.00	.....	1,267.75	2,025.44	43	
Los Gatos	3	2,706.03	1,200.00	162.50	130.50	3.92	.....	1,460.92	4,443.05	43	
Martinez	3	7,708.99	2,000.00	907.04	437.20	2.70	.....	3,410.94	2,440.51	40	
Marystown	3	7,713.56	1,000.00	.....	970.00	3.44	.....	1,874.44	2,440.51	24	
Merced	3	5,971.49	1,800.00	200.00	105.00	3.36	.....	2,100.36	3,871.13	35	
Monterey	3	2,392.58	2,100.00	1,042.31	975.50	3.44	.....	4,126.14	1,456.61	26	
Napa City	3	9,026.03	1,500.00	.....	225.20	21.28	.....	1,487.79	5,748.07	58	
National City	3	7,418.48	1,600.00	1,045.00	262.50	1.28	.....	2,763.78	1,262.55	50	
Nevada City	3	70,211.54	3,200.00	10,281.94	1,925.00	2.95	.....	2,207.90	2,310.52	55	
Oakland	1	1,781.08	1,000.00	.....	137.75	1,176.60	22,228.12	38,516.75	31,436.79	63	Presidential from September 11, 1888.
Ontario	3	7,264.79	1,200.00	331.33	157.50	90	.....	1,140.03	634.05	61	
Orange	3	16,272.54	2,500.00	7,415.02	180.00	6.78	.....	3,391.79	6,441.43	46	
Oroville	3	500.22	250.00	.....	.....	.....	.....	10,026.74	6,348.85	62	
Pasadena	3	6,037.49	1,800.00	300.00	270.00	6.96	.....	2,376.96	4,310.53	36	
Petaluma	3	7,431.52	1,400.00	625.00	237.50	3.04	.....	2,285.54	1,165.98	66	
Pomona	3	7,482.02	2,000.00	1,000.00	73.70	5.18	.....	3,078.88	4,413.14	41	
Red Bluff	3	7,926.43	2,100.00	1,500.00	400.00	.....	.....	3,890.00	4,030.43	49	
Rodding	3	4,789.05	1,500.00	400.00	120.00	1.76	.....	2,027.76	2,762.19	43	
Riverside	3	10,116.69	2,200.00	875.00	.....	.....	.....	3,434.50	6,682.19	34	
Sacramento	1	36,356.28	3,100.00	9,600.00	2,438.70	320.30	11,776.49	27,330.68	29,019.60	48	
St. Helena	3	4,471.24	1,600.00	100.00	134.25	2.08	.....	1,806.33	2,614.01	41	
Salt Lake	3	4,877.58	1,600.00	.....	187.30	4.30	.....	1,792.06	3,085.52	37	
Salt Lake	3	4,877.58	1,600.00	.....	187.30	4.30	.....	1,792.06	3,085.52	37	
San Bernardino	2	13,644.27	2,300.00	2,025.00	197.15	63.34	5,455.93	16,750.45	19,413.52	46	
San Diego	3	30,164.36	3,000.00	6,987.39	1,200.00	77.13	140,477.06	284,920.68	380,593.62	43	In Government building.
San Francisco	3	605,405.20	5,000.00	130,555.18	3,800.00	5,037.04	.....	983.72	716.23	57	Presidential from September 1, 1888.
San Jacinto	1	1,678.95	2,800.00	.....	130.80	360.00	.....	18,416.94	16,028.75	53	
San José	3	34,445.69	2,800.00	4,500.00	1,422.30	.....	9,128.80	18,416.94	16,028.75	53	
San Luis Obispo	3	6,903.64	1,800.00	625.00	137.50	14.00	.....	2,507.46	4,396.18	37	

San Pedro	4,300.17	1,600.00	156.00	15.00	11.00	1,800.00	2,823.37	42	Presidential from August 16, 1888. Presidential from August 14, 1888. Presidential from August 21, 1888. Deficiency \$398.
San Rafael	2,000.00	2,000.00	1,000.00	400.20	30.36	3,541.70	4,098.05	46	
Santa Ana	13,691.37	2,000.00	1,800.00	300.00	13.51	4,573.51	9,117.56	23	
Santa Barbara	4,214.74	1,500.00	187.50	400.00	7.12	1,604.62	2,520.12	40	
Santa Clara	11,070.91	2,500.00	1,600.00	400.00	14.45	3,704.48	7,375.43	33	Presidential from August 16, 1888. Presidential from August 14, 1888. Presidential from August 21, 1888. Deficiency \$398.
Santa Monica	2,205.34	962.50	1,100.00	128.50	52.52	1,001.00	1,174.34	34	
Santa Rosa	10,677.18	2,100.00	1,000.00	400.00	1.46	3,632.52	7,044.06	46	
Santa Rosa	2,633.77	1,000.00	1,000.00	138.75	1.41	1,210.88	1,410.59	59	
Sonoma	1,702.11	801.41	300.00	142.50	.88	1,001.00	1,700.51	65	Presidential from August 16, 1888. Presidential from August 14, 1888. Presidential from August 21, 1888. Deficiency \$398.
Sonoma	21,834.88	2,500.00	3,600.00	238.48	2.96	1,413.38	887.50	50	
Sonoma	1,853.26	1,700.00	182.00	208.08	4.08	11,042.97	10,841.91	50	
Sonoma	3,340.45	1,200.00	200.00	137.50	1.16	1,911.04	3,827.22	33	
Tulare	3,103.30	1,200.00	100.00	63.50	5.30	1,601.58	1,678.87	50	Presidential from August 16, 1888. Presidential from August 14, 1888. Presidential from August 21, 1888. Deficiency \$398.
Yacaville	6,218.16	1,600.00	100.00	195.00	2.50	2,000.30	4,217.40	41	
Yacaville	6,174.77	1,600.00	300.00	251.79	8.90	2,154.35	3,020.42	42	
Yacaville	6,415.54	1,800.00	300.00	270.00	8.90	2,378.96	4,036.38	37	
Watsonville	4,361.60	1,308.42	247.50	57.00	5.05	1,000.97	2,700.63	36	Presidential from August 16, 1888. Presidential from August 14, 1888. Presidential from August 21, 1888. Deficiency \$398.
Willow	2,540.49	1,200.00	300.00	270.00	2.08	1,280.08	1,351.41	51	
Woodland	6,612.34	1,700.00	300.00	114.84	7.92	1,977.92	4,064.42	30	
Yreka	2,984.01	1,200.00	300.00	114.84	7.92	1,714.84	1,269.17	57	
Total	134,160.42	125,577.17	226,337.03	24,330.32	9,270.91	221,520.60	607,236.12	45	
COLORADO.									
Akron	1,905.92	975.00	280.00	146.25	.64	1,121.89	784.03	59	Presidential from October 1, 1888. Presidential from October 17, 1888. Deficiency \$230.04.
Alamosa	2,908.24	1,100.00	280.00	82.50	8.48	1,402.60	1,445.74	50	
Aspen	12,362.48	2,100.00	1,200.00	650.00	3.25	3,958.48	8,404.00	32	
Black Hawk	1,056.68	540.76	650.00	101.25	14.72	642.33	4,417.35	61	
Boulder	6,992.73	1,800.00	200.00	270.00	2.80	2,734.72	4,250.01	39	Presidential from October 1, 1888. Presidential from October 17, 1888. Deficiency \$230.04.
Breckenridge	2,978.25	1,200.00	200.00	146.25	2.80	1,349.05	1,620.20	45	
Buena Vista	2,800.90	1,500.00	250.00	137.50	2.32	1,829.82	1,631.08	64	
Canon City	6,073.19	1,700.00	250.00	238.50	7.04	2,195.54	3,877.65	36	
Central City	4,437.70	1,000.00	591.03	191.25	4.16	2,368.44	2,071.35	54	Presidential from October 1, 1888. Presidential from October 17, 1888. Deficiency \$230.04.
Colorado Springs	25,945.52	2,600.00	2,966.45	83.82	8.12	8,550.94	17,394.08	33	
Denver	214,050.96	3,500.00	31,788.76	1,977.00	2,074.12	70,851.33	143,408.63	33	
Durango	6,685.42	1,800.00	400.00	270.00	3.76	2,473.76	4,211.66	37	
Fort Collins	5,873.12	1,700.00	300.00	246.25	5.00	2,271.85	3,604.27	37	Presidential from October 1, 1888. Presidential from October 17, 1888. Deficiency \$230.04.
Georgetown	3,485.50	1,500.00	200.00	270.00	6.24	1,976.24	1,522.26	36	
Greenwood Springs	5,846.88	1,700.00	130.00	270.00	6.32	2,126.32	3,730.56	36	
Golden	3,525.83	1,500.00	50.00	173.70	6.00	1,729.70	1,796.13	49	
Grand Junction	2,978.85	1,300.00	312.50	31.00	33.15	1,643.50	1,335.35	55	Presidential from October 1, 1888. Presidential from October 17, 1888. Deficiency \$230.04.
Greeley	9,743.90	2,000.00	1,000.00	440.00	3.68	3,473.15	6,270.75	63	
Grimmison	3,625.80	1,500.00	600.00	195.00	3.76	2,298.68	1,327.12	46	
Idaho Springs	3,888.13	1,500.00	100.00	191.73	3.76	1,795.49	2,072.04	46	
Julesburg	1,439.01	1,300.00	200.00	150.00	.16	1,450.40	1,484.66	101	Presidential from October 1, 1888. Presidential from October 17, 1888. Deficiency \$230.04.
La Junta	2,545.43	1,200.00	200.00	84.50	3.28	1,484.66	1,000.77	58	
Lamar	2,828.25	1,700.00	250.00	203.00	7.72	2,156.28	2,671.97	76	
Las Animas	2,577.42	1,098.91	250.00	60.65		1,160.28	1,268.14	40	

No. 10.—Gross receipts, expenses, and net revenue at *Presidential post-offices for the fiscal year ended June 30, 1889—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.
<b>COLORADO—continued.</b>											
Leadville .....	3	\$21,000.19	\$2,700.00	\$7,730.00	\$303.76	\$156.03	\$3,497.84	\$14,446.63	\$9,210.56	61	
Louisville .....	3	4,231.52	1,000.00	1,100.00	103.00	4.40	.....	1,800.40	2,322.12	45	
Loveland .....	3	2,431.45	1,200.00	.....	138.75	4.40	.....	1,339.15	1,114.30	55	
Monte Vista .....	3	3,986.80	1,500.00	350.00	187.50	7.36	.....	2,044.86	1,941.94	51	
Montrose .....	3	1,075.00	1,000.00	300.00	187.50	.....	.....	1,084.79	167.23	39	
Ouray .....	3	5,003.52	1,000.00	400.00	187.50	2.80	.....	1,990.30	2,984.79	49	
Payable .....	3	4,006.63	2,000.00	4,730.00	213.00	2.24	7,107.30	14,838.96	19,227.07	44	
Salida .....	3	5,000.22	1,700.00	237.63	270.00	4.32	.....	2,211.95	8,694.27	37	
Silverton .....	3	3,209.43	1,000.00	300.00	127.50	.88	.....	1,328.38	1,331.08	59	
Steamboat .....	3	3,003.00	1,200.00	.....	13.38	.....	.....	1,117.23	1,92.31	56	Presidential from June 4, 1889.
Telluride .....	3	3,103.00	1,200.00	1,530.56	142.50	.....	.....	1,342.82	1,660.24	45	
Tremble .....	3	13,116.15	2,100.00	.....	457.50	13.02	.....	4,102.38	9,043.77	31	Presidential from June 19, 1889.
Yuma .....	3	57.52	36.26	.....	.....	.....	.....	36.26	17.26	68	
<b>Total</b> .....		<b>439,769.28</b>	<b>57,863.57</b>	<b>57,219.33</b>	<b>9,631.22</b>	<b>2,581.13</b>	<b>44,833.35</b>	<b>171,529.20</b>	<b>268,240.08</b>	<b>37</b>	
<b>CONNECTICUT.</b>											
Abolition .....	3	11,255.39	2,400.00	1,350.00	494.56	481.00	4,298.62	9,454.18	1,771.41	84	
Bethel .....	3	2,940.88	1,200.00	.....	10.75	1.92	.....	1,316.67	1,620.21	44	
Birmingham .....	3	12,506.42	2,000.00	1,278.00	1,130.92	27.28	4,317.46	9,082.66	4,473.76	67	
Branford .....	3	2,900.75	1,300.00	.....	3.30	.....	.....	1,424.76	1,524.99	48	
Bridgport .....	1	64,107.02	2,000.00	8,000.84	3,613.34	316.89	14,223.16	30,194.18	34,213.14	47	
Bristol .....	3	8,106.72	2,000.00	430.00	584.75	13.73	.....	2,818.48	5,992.24	32	
Cheshire .....	3	3,175.06	675.53	.....	83.12	.....	.....	763.73	2,410.23	24	
Colchester .....	3	2,690.87	1,000.00	.....	97.50	5.36	.....	1,102.86	1,567.01	41	
Columbia .....	3	2,659.11	1,200.00	.....	490.00	2.32	.....	1,292.32	1,366.79	49	
Danbury .....	3	18,500.80	2,500.00	2,000.00	574.14	75.22	4,124.63	9,473.99	9,106.81	50	
Danielsonville .....	3	5,357.62	1,700.00	300.00	228.85	2.58	.....	2,235.17	3,302.45	40	
Deep River .....	3	2,519.69	1,000.00	.....	67.50	.....	.....	1,376.06	1,179.63	54	
East Hampton .....	3	1,552.87	1,200.00	100.00	56.25	1.68	.....	1,357.13	195.74	87	
East Lyme .....	3	1,747.16	1,100.00	.....	26.32	1.12	.....	1,137.44	619.72	67	
Easton .....	3	2,459.58	1,300.00	.....	102.84	3.36	.....	1,406.20	1,053.38	58	
Greenwich .....	3	7,503.22	1,700.00	.....	168.75	10.40	.....	1,879.15	5,623.07	25	
Groton .....	3	2,480.00	1,200.00	.....	108.75	4.72	.....	48,018.44	1,166.62	53	
Guilford .....	3	154,311.45	3,400.00	21,590.73	633.41	22,385.30	.....	48,018.44	106,293.01	31	In Government building.
Hartford .....	1	3,821.81	1,500.00	.....	110.00	3.60	.....	1,613.00	2,208.21	42	
Litchfield .....	3	819.49	403.63	.....	52.75	1.36	.....	437.64	391.85	54	Presidential from November 19, 1888.
Manchester .....	3	36,443.34	2,800.00	4,024.00	1,502.00	101.73	7,147.22	15,574.95	20,868.39	54	
Meriden .....	2	23,842.54	2,000.00	.....	.....	54.64	4,025.91	9,380.55	12,001.99	43	In Government building.
Middle-town .....	2	.....	.....	2,700.00	.....	.....	.....	.....	.....	.....	



No. 10.—Gross receipts, expenses, and net revenue at *Presidential post-offices for the fiscal year ended June 30, 1889*—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.
Dakota—continued.											
Columbia.....	1	\$2,126.43	\$1,200.00	\$37.50	\$127.50	\$0.16	.....	\$1,305.16	\$771.27	64	
De Smet.....	3	6,126.48	1,800.00	975.10	370.00	.....	.....	3,045.00	3,081.48	50	
Devil's Lake.....	3	2,400.96	1,000.00	.....	111.00	.....	.....	1,011.00	1,379.96	49	
De Smet.....	3	2,166.32	1,000.00	.....	127.50	72	.....	1,323.22	2,838.10	61	
Devil's Lake.....	3	4,324.82	1,600.00	212.50	210.00	1.40	.....	1,624.40	2,310.42	47	
Ellendale.....	3	3,717.45	1,200.00	500.00	144.00	40	.....	1,964.00	1,964.00	60	
Farver.....	3	23,396.54	2,000.00	4,500.00	1,200.00	55.24	\$2,963.35	11,318.29	12,073.25	49	
Faulkton.....	3	1,774.74	971.47	.....	111.00	.....	.....	1,383.46	2,691.20	61	Presidential from August 15, 1888.
Gaulton.....	3	3,635.27	1,500.00	200.00	31.00	1.38	.....	1,730.39	1,914.01	48	
Grand Forks.....	3	12,279.21	2,200.00	1,100.00	504.00	13.17	.....	4,077.37	8,201.84	33	
Groton.....	3	2,786.10	1,200.00	.....	127.50	72	.....	1,628.22	1,437.97	47	
Hillsboro.....	3	12,694.17	2,200.00	1,636.00	412.65	1.00	2,243.04	6,391.69	6,351.48	51	
Huron.....	3	6,219.23	1,300.00	.....	111.00	7.40	.....	1,441.40	1,777.83	43	
Irish.....	3	6,221.65	1,800.00	325.00	270.00	.....	.....	2,402.44	3,819.22	39	
Kimball.....	3	6,211.09	1,200.00	200.00	165.00	64	.....	1,811.80	745.85	64	
Larimore.....	3	6,211.09	1,200.00	200.00	165.00	64	.....	1,811.80	745.85	64	
Lead City.....	3	4,438.21	1,400.00	200.00	124.14	48	.....	1,565.04	645.45	71	
Lisbon.....	3	4,438.21	1,400.00	200.00	124.14	48	.....	1,565.04	645.45	71	
Madison.....	3	8,897.53	1,300.00	100.00	103.00	1.63	.....	1,721.94	1,733.9	50	
Mandan.....	3	8,897.53	1,300.00	100.00	103.00	1.63	.....	1,721.94	1,733.9	50	
Mayville.....	3	1,629.13	1,100.00	.....	144.00	1.20	.....	1,445.20	1,432.78	50	
Millbank.....	3	2,123.73	1,000.00	200.00	111.00	32	.....	1,211.32	977.78	53	
Miller.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Minot.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Mitchell.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Parker.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Park River.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Pierre.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Plankton.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Rapid City.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Redfield.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Scottsbluff.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Sioux Falls.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Sturgis.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Valley City.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Vermillion.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Watertown.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	
Webster.....	3	2,590.73	1,200.00	200.00	127.50	56	.....	1,628.06	1,295.67	59	

		In Government building.		Do.		In Government building.		Do.	
Woonsocket.....	3	2,630.61	1,200.00	127.60	64	1,598.14	1,102.47	59	
Yankton.....	2	8,417.91	1,500.00	253.84	7.62	3,832.06	4,504.95	46	
Total.....		241,224.00	20,978.31	10,721.11	161.78	113,189.27	128,065.33	47	
DELAWARE.									
Dover.....	3	0,815.21	1,800.00		6.56	1,806.56	5,098.05	27	
Middletown.....	3	3,116.03	1,400.00	165.00	2.62	1,708.92	1,717.51	57	
Milford.....	3	3,391.32	1,400.00	146.25	2.40	1,618.63	1,813.07	46	
Newark.....	3	2,859.42	1,200.00	75.00	1.70	1,476.76	1,382.60	52	
New Castle.....	3	2,316.76	1,100.00	61.10	1.82	1,163.72	1,183.71	50	
Seaford.....	3	2,319.92	1,100.00	82.50	2.24	1,164.74	1,153.18	52	
Smyrna.....	3	3,337.45	1,400.00	146.25	2.72	1,618.97	1,788.43	47	
Wilmington.....	1	69,675.06	3,100.00		239.12	15,060.75	32,953.19	46	
Total.....		84,815.17	9,130.00	678.10	260.24	15,060.75	32,219.08	46	
DISTRICT OF COLUMBIA.									
Washington.....	1	376,722.22	5,000.00	7,360.00	72,623.49	101,704.10	351,065.47	93	
FLORIDA.									
Bartow.....	3	2,848.95	1,400.00	137.50	250.08	2,108.18	700.77	75	
Daytona.....	3	153.37	1,200.00	151.50		1,123.00	29.47	81	
De Land.....	3	3,012.04	1,500.00		2.56	1,654.06	1,887.98	46	
Eustis.....	3	1,943.12	1,200.00	100.40	1.86	1,301.26	641.86	67	
Fernandina.....	3	2,978.53	1,250.00	136.38	1.36	1,385.02	1,563.51	47	
Gainesville.....	3	4,014.34	1,800.00	347.03	41.29	2,449.35	2,194.09	53	
Jacksonville.....	3	85,662.89	3,100.00	2,032.32	681.59	25,968.84	9,696.05	73	
Kissimmee.....	3	8,910.74	2,100.00	431.95	137.98	3,069.81	5,210.93	41	
Kroy West.....	2	2,521.10	1,200.00	106.20	1.44	1,307.64	1,213.40	52	
Leesburg.....	3	2,674.30	1,200.00	64.50	2.58	1,297.38	1,876.92	49	
Ocala.....	3	6,996.57	1,700.00	230.20	7.76	3,187.96	4,828.61	31	
Orlando.....	3	8,249.50	2,100.00	515.00	7.00	3,822.00	4,426.80	46	
Palatka.....	2	7,926.67	2,000.00	410.00	10.04	3,430.64	4,503.03	43	
Pensacola.....	2	13,447.96	2,300.00		2.51	7,947.90	5,900.00	69	
St. Augustine.....	2	8,816.82	2,300.00		105.00	4,755.56	4,061.20	54	
Sanford.....	3	6,035.13	1,800.00	270.00	7.81	2,057.84	3,427.29	39	
Tallahassee.....	3	5,676.08	1,700.00	208.40	8.72	2,317.12	3,650.56	33	
Tampa.....	3	6,426.14	1,800.00	251.25	5.44	2,821.69	4,104.45	41	
Total.....		130,177.85	30,448.90	6,237.60	1,256.53	12,028.04	50,065.10	46	
GEORGIA.									
Albany.....	2	6,891.04	1,700.00	102.00	15.02	2,115.92	3,745.12	36	
Americus.....	3	6,501.85	1,700.00	296.60	14.24	7,820.84	4,041.01	41	
Athens.....	2	4,103.61	2,200.00	878.65	51.75	3,536.40	5,033.24	38	
Atlanta.....	1	139,624.21	5,400.00		619.02	43,035.41	93,789.07	31	



No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
<i>IDAHO</i> —cont'd.											
Albion	2	\$1,583.12	\$2,900.00	\$5,531.96	\$1,152.00	\$270.82	\$13,026.68	\$22,501.45	\$18,681.06	55	
Albionville	3	3,726.54	1,500.00	300.00	75.00	1.65	.....	1,570.68	1,832.86	50	
Barre	3	2,005.00	1,100.00	200.00	47.50	2.72	.....	1,400.22	694.88	70	
Barreville	3	10,117.33	2,000.00	1,000.00	474.40	13.65	.....	3,638.05	6,679.28	35	
Cartersville	3	3,318.76	1,000.00	200.00	108.60	5.20	.....	1,713.70	1,835.06	48	
Cathlamet	3	10,201.62	2,500.00	2,000.83	1,217.45	163.01	5,057.15	10,900.44	8,301.08	57	
Dalton	3	2,017.46	1,100.00	300.00	91.70	2.08	.....	1,283.88	1,093.88	54	
Elgin	3	4,019.41	1,000.00	200.00	140.70	6.70	.....	1,752.46	2,200.55	44	
Elginville	3	4,653.13	1,600.00	300.00	210.00	8.00	.....	2,318.60	2,378.73	49	
Griffin	3	3,384.76	1,300.00	212.50	108.75	2.72	.....	2,064.41	2,624.72	44	
La Grange	3	3,164.80	1,400.00	200.00	148.50	6.36	.....	1,623.97	1,709.70	48	
Madison	3	40,219.52	2,900.00	6,239.57	754.90	289.28	8,711.12	18,594.87	21,354.65	47	In Government building.
Marion	3	2,691.45	1,200.00	200.00	105.00	2.32	.....	1,726.07	1,335.38	50	
Marionville	3	6,116.75	1,700.00	.....	11.84	11.84	.....	2,016.84	4,000.91	33	
Milledgeville	3	3,679.19	1,500.00	101.00	126.04	3.44	.....	1,629.48	2,049.71	44	
Newman	3	3,447.59	1,400.00	150.00	47.63	5.70	.....	1,534.39	1,893.20	45	
Quinn	3	2,468.26	1,100.00	150.00	87.00	1.60	.....	1,338.60	1,130.68	54	
Rome	3	14,505.23	2,500.00	1,433.14	680.00	25.03	2,967.30	7,393.47	7,109.70	51	
Sandersville	3	1,150.28	614.13	.....	73.69	1.60	.....	680.42	400.86	60	
Savannah	3	77,631.12	3,200.00	11,110.00	2,272.18	386.16	13,689.49	30,567.83	46,873.29	40	
Thomasville	3	7,632.72	1,800.00	400.00	270.00	10.80	.....	2,486.80	4,675.92	35	
Valdosta	3	3,187.19	1,300.00	200.00	73.00	5.12	.....	1,578.12	1,609.07	50	
Washington	3	2,808.22	1,300.00	148.00	138.75	1.62	.....	1,688.37	1,210.85	57	
Way Cross	3	3,297.23	1,200.00	100.00	56.15	283.08	.....	1,639.23	1,658.00	50	
West Point	3	2,655.68	1,100.00	139.92	104.70	9.44	.....	1,411.06	1,244.62	53	
Total	.....	435,209.73	51,414.13	53,645.83	9,632.50	2,137.18	62,009.25	178,838.98	256,430.75	42	
<i>IDAHO</i> .											
Bellvue	3	1,471.37	887.77	216.06	71.16	10	.....	1,175.75	295.62	80	Presidential from September 10, 1888.
Boise City	3	7,025.95	1,700.00	425.00	270.00	2.72	.....	2,397.72	4,628.23	34	
Hailey	3	3,238.69	1,500.00	200.00	172.50	.....	.....	1,872.50	1,366.19	58	
Lawiston	3	2,828.01	1,300.00	400.00	146.25	11.13	.....	1,867.38	970.63	66	
Moscow	3	2,683.50	1,097.82	161.80	131.25	.40	.....	1,295.77	1,387.82	68	Presidential from September 1, 1888.
Murray	3	1,755.77	1,100.00	.....	112.50	.....	.....	1,212.50	543.27	69	
Total	.....	19,003.38	7,485.50	1,407.96	903.66	14.41	.....	9,811.62	9,191.76	48	



## ILLINOIS.

Abingdon	3	2,343.09	1,200.00	200.00	97.50	1.84	1,259.34	1,043.75	55
Aledo	3	3,136.93	1,400.00	200.00	136.75	1.12	1,700.87	1,396.06	56
Alton	2	12,180.75	2,300.00	1,200.00	598.87	11.09	5,893.71	6,290.04	48
Amoy	3	3,415.26	1,300.00	200.00	165.00	1.44	1,706.44	1,648.82	53
Anna	3	3,378.63	1,400.00	200.00	165.00	1.12	1,566.12	1,812.51	46
Areola	3	3,106.90	1,400.00	200.00	165.00	2.40	1,767.40	1,339.50	57
Aurora	2	2,259.81	1,100.00	200.00	165.00	1.76	1,101.76	1,138.05	49
Aurora	2	20,574.42	2,500.00	2,299.98	1,152.03	46.48	13,011.90	7,562.52	63
Austin	1	1,633.45	777.72	.....	106.88	.88	835.48	717.97	54
Barry	3	2,114.46	1,000.00	.....	101.25	.80	1,102.46	1,012.41	52
Batavia	3	3,130.80	2,000.00	.....	168.75	2.88	2,002.88	6,137.92	23
Birdstown	2	8,731.91	1,600.00	.....	473.50	2.16	1,670.91	2,081.00	45
Bellville	2	10,125.79	2,100.00	1,125.54	195.00	40.28	9,256.23	873.56	91
Bellvidere	2	6,772.70	1,700.00	200.00	101.25	2.48	2,097.48	4,673.22	31
Bement	3	2,051.82	1,000.00	.....	101.25	1.62	1,102.77	949.15	54
Bloomington	2	34,851.62	2,900.00	6,800.00	1,617.98	88.65	19,977.50	14,874.12	57
Broadwood	3	2,603.58	1,200.00	83.00	69.48	1.20	1,294.20	1,308.38	60
Bunker Hill	3	5,111.31	1,200.00	200.00	137.25	2.16	1,471.64	963.47	60
Bushnell	3	2,435.11	1,600.00	307.00	137.25	2.72	2,039.97	3,071.34	40
Calto	3	19,162.65	2,500.00	3,319.35	116.95	9.53	9,750.45	9,412.20	51
Cambridge	3	2,686.24	1,200.00	100.00	116.95	.56	1,417.51	1,268.73	53
Canon	2	8,829.36	2,100.00	750.00	44.50	7.02	2,901.52	5,927.84	33
Carbondale	3	4,024.37	1,500.00	200.00	153.75	2.72	1,854.47	2,167.90	46
Carlinville	3	5,763.67	1,700.00	100.00	171.96	3.52	1,976.38	3,788.29	34
Carroll	3	4,092.78	1,500.00	200.00	157.50	4.80	1,862.30	2,230.43	46
Carrollton	3	4,212.47	1,500.00	294.83	210.00	2.40	2,107.23	2,105.24	50
Carthage	3	3,571.82	1,400.00	200.00	138.75	1.36	1,740.11	1,631.71	41
Cartralia	3	5,475.24	1,700.00	350.00	180.00	3.68	2,233.68	3,241.56	40
Champaign	2	11,097.92	2,300.00	1,286.66	680.00	523.39	8,005.20	3,092.72	72
Charleston	3	5,718.90	1,700.00	250.00	251.25	4.48	2,205.73	3,513.17	39
Chenosa	3	2,133.21	1,000.00	.....	101.25	.96	1,102.21	1,031.00	52
Chester	3	3,032.57	1,300.00	162.00	128.30	3.71	1,504.01	1,438.56	53
Chicago	1	2,784,304.81	6,000.00	486,706.98	11,786.11	19,916.25	959,437.19	1,824,867.62	34
Chillicothe	3	1,387.15	616.85	.....	83.27	.56	790.68	698.47	51
Cinton	3	4,004.09	1,500.00	200.00	165.00	2.40	1,687.40	2,136.60	47
Colburn	3	1,078.50	804.98	.....	22.68	.40	1,492.63	1,050.53	47
Collinsville	3	3,040.80	1,400.00	.....	91.85	1.28	1,492.63	1,548.17	40
Danville	2	15,609.87	2,400.00	7,789.99	700.00	226.72	10,088.67	5,521.20	65
Decatur	2	32,019.93	2,700.00	8,500.00	1,060.00	62.30	13,642.45	18,377.48	43
De Kalb	3	7,476.37	1,900.00	.....	14.48	1.84	2,099.48	5,376.80	28
DeLavan	3	3,096.20	1,400.00	.....	94.30	1.64	1,498.14	1,600.06	48
Dixon	2	10,194.83	2,100.00	1,075.00	263.30	7.26	3,445.56	6,681.27	34
Duquoin	3	3,942.83	1,500.00	.....	72.87	2.24	1,778.11	2,267.72	45
Dwight	3	4,312.86	1,500.00	200.00	142.50	1.12	1,643.63	2,669.24	38
Earlville	3	2,237.07	1,100.00	.....	100.00	1.28	1,202.14	1,035.22	54
East St. Louis	3	6,292.07	1,700.00	251.25	185.00	15.66	1,986.93	4,326.14	31
Edwardsville	3	3,169.64	1,400.00	200.00	165.00	1.92	1,766.92	2,042.72	46
Elgin	3	3,370.68	1,400.00	300.00	90.45	5.28	1,795.73	1,575.15	53
Elgin	3	82,725.61	2,800.00	2,984.24	1,710.00	41.60	13,612.63	19,112.96	42

In Government building.

In Government building; \$9,421.97 for mail bags.

Presidential November 19, 1888.

Presidential from August 5, 1888.

Presidential December 10, 1888.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889—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.
ILLINOIS—continued.											
Elmhurst.....	3	\$3,067.09	\$1,200.00	.....	\$120.00	\$1.04	.....	\$1,321.04	\$1,746.05	43	Presidential from September 4, 1888.
Elmwood.....	3	2,329.75	1,100.00	.....	34.00	1.04	.....	1,135.04	1,194.71	49	
El Paso.....	3	2,746.90	1,200.00	.....	127.50	1.04	.....	1,328.54	1,418.36	52	
Englewood.....	2	17,041.81	2,400.00	1,800.00	550.00	74.85	\$8,178.92	12,453.77	4,588.04	74	
Eureka.....	3	2,805.29	1,300.00	.....	136.30	1.44	.....	1,437.04	1,367.26	51	
Evansville.....	3	2,140.90	2,300.00	1,300.00	950.00	50.95	2,020.35	7,221.30	6,820.00	61	
Fairbury.....	3	3,726.40	1,500.00	.....	65.50	2.16	.....	1,569.66	2,138.74	42	
Fa field.....	3	3,128.60	1,400.00	100.00	760.45	2.64	.....	1,663.09	1,463.71	53	
Farmer City.....	3	2,740.12	1,300.00	.....	144.00	1.76	.....	1,445.76	1,303.36	53	
Farmington.....	3	1,667.79	823.37	.....	101.25	.....	.....	1,224.62	737.17	56	
Fenton.....	3	2,432.51	1,200.00	100.00	118.37	1.52	.....	1,410.89	1,022.65	58	
Freeport.....	3	20,909.20	2,600.00	2,208.78	800.01	1.10	4,943.55	9,730.04	11,249.16	46	
Fulton.....	3	3,815.19	1,400.00	.....	146.25	1.36	.....	1,047.01	2,167.58	43	
Galesburg.....	3	7,317.36	1,000.00	300.00	.....	7.36	.....	2,307.35	5,010.01	30	In Government building.
Galesburg.....	3	28,920.73	2,700.00	4,000.80	1,025.00	77.56	6,124.43	14,026.98	14,893.75	48	
Galva.....	3	4,131.32	1,500.00	300.00	172.50	1.84	.....	1,974.34	2,166.98	48	
Geneseo.....	3	6,380.38	1,800.00	300.00	.....	2.16	.....	2,102.80	4,277.58	33	
Geneseo.....	3	2,984.00	1,300.00	.....	100.50	2.16	.....	1,408.68	1,575.94	47	
Gibson City.....	3	3,942.51	1,300.00	100.00	103.01	1.04	.....	1,689.79	1,352.72	55	
Glad.....	3	2,186.78	1,100.00	.....	135.00	1.56	.....	1,303.57	883.21	60	
Grand Crossing.....	3	3,914.81	1,600.00	.....	.....	2.88	.....	1,725.88	2,188.93	44	
Grayville.....	3	3,415.24	1,400.00	47.25	130.00	1.12	.....	1,048.37	1,076.26	49	
Greenville.....	3	3,415.24	1,400.00	50.00	.....	1.52	.....	1,691.52	1,813.72	47	
Griggsville.....	3	1,227.59	615.76	.....	72.12	.....	.....	687.90	539.43	56	Presidential from December 10, 1888.
Havard.....	3	3,097.34	1,300.00	89.95	112.50	1.52	.....	1,503.97	1,593.37	51	
Havana.....	3	3,551.57	1,400.00	250.00	105.00	4.96	.....	1,759.36	1,791.01	50	
Henry.....	3	3,230.59	1,400.00	.....	105.00	1.44	.....	1,566.44	1,664.15	48	
Highland.....	3	3,171.46	1,100.00	.....	97.50	1.64	.....	1,198.14	1,973.32	38	
Hillsborough.....	3	2,956.49	1,400.00	.....	103.90	1.76	.....	1,565.69	1,390.83	53	
Hopkinton.....	3	3,028.03	1,300.00	100.00	87.00	1.92	.....	1,488.92	1,539.11	49	
Hydo Park.....	3	6,807.32	1,800.00	.....	153.00	16.92	.....	1,968.92	4,928.40	28	
Jacksonville.....	3	17,588.58	2,500.00	2,500.00	733.02	27.11	4,000.54	9,820.67	7,767.91	56	
Jeffersonville.....	3	4,859.14	1,700.00	600.00	231.25	4.56	.....	2,555.81	2,303.33	53	
Joliet.....	2	24,844.12	2,600.00	3,072.00	850.00	36.52	8,283.40	14,842.01	10,002.11	60	
Kenilworth.....	3	10,338.01	2,200.00	1,375.00	276.47	32.00	.....	3,850.60	6,488.31	38	Presidential from November 19, 1888.
Kankakee.....	3	1,811.76	616.85	.....	70.47	.....	.....	806.04	1,115.12	38	
Kewanee.....	3	6,307.46	1,800.00	.....	105.00	2.88	.....	1,802.58	4,504.88	29	
Knoxville.....	3	2,078.44	1,300.00	.....	127.40	1.04	.....	1,406.04	1,272.40	52	
Lacon.....	3	2,026.99	1,300.00	.....	102.00	1.20	.....	1,428.60	1,097.39	57	
Lake Forest.....	3	4,337.50	1,400.00	.....	102.00	1.92	.....	1,503.92	2,837.58	37	
Lamar.....	3	3,678.01	1,500.00	100.00	150.00	1.40	.....	1,760.40	1,927.61	47	

Presidential from July 17, 1868.										In Government building.									
La Salle	2,000.00	1,082.78	408.82	36.77	3,589.37	4,427.46	45												
Levent	1,100.00		111.00	.80	1,211.80	994.53	65												
Lena	1,200.00		105.00	.80	1,305.80	988.49	67												
Lewistown	1,400.00	150.00	146.25	3.60	1,596.85	1,601.23	51												
Lincoln	2,100.00	1,150.00	598.37	21.46	3,899.83	5,941.40	89												
Litchfield	1,700.00	200.00	45.00	7.12	1,952.12	2,869.27	34												
Lockport	1,300.00		144.00	2.16	1,446.16	1,765.52	45												
McLeansborough	1,100.00	100.00	15.65	3.20	1,117.75	1,062.04	51												
Macomb	1,700.00		102.42	3.20	1,802.62	3,873.12	33												
Marselles	1,400.00		165.00	1.44	1,566.44	1,575.82	50												
Marquette	1,400.00		108.40	.88	1,508.28	2,102.73	43												
Marshall	1,300.00	161.50	144.00	3.04	1,608.54	1,129.95	59												
Mason City	1,200.00		126.00	4.40	1,328.40	1,475.40	47												
Mattoon	2,000.00	1,100.00	552.48	17.14	3,559.62	6,012.43	38												
Maywood	1,200.00		94.00	.80	1,279.42	471.05	76												
Mendota	1,800.00	300.00	270.00	5.68	2,375.68	3,963.12	37												
Metropolis City	1,400.00	101.30	54.10	3.76	1,501.34	1,429.46	48												
Minneka	1,400.00	100.00	165.00	1.44	1,603.44	1,543.42	53												
Moline	2,500.00	2,000.00	925.00	2.69	9,489.57	8,562.39	53												
Monmouth	2,200.00	1,100.00	645.00	12.87	5,445.03	4,910.03	53												
Monticello	1,300.00	100.00	120.00	1.76	1,521.76	1,535.43	50												
Morris	1,700.00		225.00	3.84	1,928.81	3,620.86	35												
Morrison	1,600.00	100.00	210.00	2.34	1,912.34	2,332.28	45												
Mount Carmel	1,500.00	300.00	172.50	5.76	1,878.26	1,820.96	51												
Mount Carroll	1,500.00	200.00	172.50	3.81	1,878.34	2,030.75	48												
Mount Morris	1,300.00		101.25		1,401.25	1,369.43	51												
Mount Pulaski	1,100.00		110.25	.80	1,211.00	1,002.62	55												
Mount Sterling	1,300.00	160.00	110.00	1.92	1,511.92	1,216.67	55												
Mount Vernon	1,600.00	300.00	135.00		2,035.00	2,237.91	48												
Murphysborough	1,400.00	198.80	147.52	2.32	1,719.81	1,619.86	52												
Naperville	1,400.00		146.25	2.00	1,548.25	1,658.60	48												
Nashville	1,400.00	200.00	146.05	1.12	1,747.17	1,716.00	50												
National Stock Yards	2,200.00	900.00		2.56	3,102.56	7,351.01	50												
Newton	1,100.00		101.25		1,201.25	1,648.47	52												
Nokomis	1,100.00		95.17	1.68	1,196.85	1,935.10	46												
Normal	1,700.00	300.00	102.75	.68	2,001.31	6,445.40	56												
Oak Park	2,300.00	960.00	400.00	5.36	3,260.36	7,806.64	32												
Odel	1,400.00		140.25	9.38	1,546.41	1,525.52	52												
Odell	1,700.00	250.00	235.75	6.88	2,185.75	3,038.17	43												
Onaga	2,200.00		75.00		1,275.16	1,300.06	50												
Oregon	1,100.00	160.00	165.00	1.44	1,275.44	1,435.50	54												
Ottawa	2,400.00	1,800.00	198.60	24.05	8,470.44	6,327.65	67												
Pana	1,600.00	250.00	185.25	1.20	2,036.45	2,640.66	36												
Paris	1,900.00	425.00	265.50	10.64	2,601.14	2,588.94	36												
Parion	1,500.00		148.97	1.92	1,650.89	2,541.76	43												
Pecatonica	1,000.00		83.75	.04	1,084.79	1,621.76	57												
Pekin	2,400.00	1,325.98	300.00	17.85	2,186.00	4,668.94	57												
Peoria	2,200.00	7,470.50	1,613.48	322.39	25,071.83	64,348.55	26												
Perru	1,500.00		165.82	2.70	1,665.82	2,544.74	40												
Petersburgh	1,500.00	300.00	165.82	.16	1,865.82	1,614.92	53												
Pittsfield	1,500.00	400.00	165.82		2,065.75	1,078.82	53												
Piano	1,200.00		127.50	.82	1,327.82	1,178.43	53												

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
ILLINOIS—continued.											
Polo .....	3	\$3,791.78	\$1,500.00	\$200.00	\$175.50	\$0.54		\$1,873.14	\$1,918.64	49	
Pontiac .....	3	5,379.17	1,700.00	100.00	161.25	5.12		1,906.37	3,412.80	37	
Princeton .....	3	7,879.66	1,900.00	25.00	232.50	4.24		2,401.74	5,417.92	31	
Pullman .....	2	10,878.72	2,000.00	575.00	375.00	7.28		2,967.28	7,911.44	27	
Quincy .....	2	40,618.71	3,000.00	7,488.48		195.82	\$12,006.62	23,290.92	23,327.70	50	In Government building.
Ravenswood .....	3	7,546.55	1,600.00		205.25	3.12		1,809.37	5,737.18	24	
Robinson .....	3	2,146.32	978.26	195.64	88.26	1.05		1,383.21	5,883.11	59	Presidential from July 9, 1888.
Rockelle .....	3	3,785.95	1,500.00	150.00	173.50	1.60		1,294.10	1,970.95	48	
Rock Falls .....	3	3,458.98	1,600.00		210.00	1.80		1,810.60	1,647.38	52	
Rock Island .....	1	44,552.01	3,000.00	5,040.00	1,417.50	126.94	10,237.90	19,831.48	24,730.55	44	
Rushville .....	2	23,376.76	2,500.00	3,300.00	1,248.92	87.94	4,953.30	12,090.16	11,286.60	51	
Rushville .....	3	2,917.80	1,300.00	400.00	141.00	1.20		1,595.20	1,322.60	54	
St. Charles .....	3	3,533.34	1,500.00	400.00	172.50	2.32		2,074.82	1,458.52	59	
Salem .....	3	1,890.18	1,000.00		101.25	4.8		1,101.75	783.45	58	
Sandwich .....	3	2,385.40	1,100.00	250.00	111.00	2.05		1,463.05	90.35	61	
Savanna .....	3	5,415.62	1,700.00		71.70	1.52		1,771.22	3,641.30	32	
Shawneetown .....	3	3,236.94	1,400.00	300.00	126.23	1.04		1,827.26	1,409.68	53	
Shelbyville .....	3	2,255.07	1,000.00	400.00	66.25	3.04		1,490.20	763.78	66	
South Chicago .....	3	5,505.10	1,700.00		251.25	4.24		1,955.49	3,549.61	38	
South Evanston .....	2	11,502.23	2,200.00	653.00	75.00	15.16		2,940.16	8,562.07	29	
Sparta .....	3	4,271.54	1,600.00			2.00		1,812.00	2,459.54	42	
Springfield .....	3	3,067.53	1,500.00					1,540.00	1,527.53	49	
Spring Valley .....	2	37,741.50	2,900.00	6,400.00	182.71		9,927.14	19,409.85	18,241.65	52	In Government building.
Streator .....	3	3,319.37	1,300.00		138.00	1.28		1,744.71	1,574.66	41	
Streator .....	2	10,291.85	2,100.00	1,275.00	736.73	3.80	3,048.98	7,631.51	2,730.34	73	
Streator .....	2	11,912.22	2,300.00	1,400.00	1,030.00	3.62	4,324.02	6,161.34	2,838.88	76	
Swanton .....	3	3,263.60	1,100.00	100.00	111.00	2.08		1,363.08	925.52	60	
Swanton .....	3	5,118.59	1,700.00	180.00	189.25	3.84		2,016.98	3,080.60	40	
Taylorville .....	3	4,320.16	1,600.00	150.00	166.75	1.60		1,860.26	2,458.91	45	
Tenion .....	3	2,014.61	1,000.00	150.00	91.74			1,541.74	772.30	62	
Tenion .....	3	4,794.61	1,500.00	200.00	150.50	2.08		1,838.58	1,951.03	49	
Union .....	3	4,000.88	1,600.00	225.00	127.50	3.26		2,016.78	1,986.10	51	
Union .....	3	3,302.34	1,400.00	200.00	136.53	2.48		1,788.73	1,546.61	53	
Union .....	3	2,613.21	1,200.00	100.00	121.50	.72		1,422.23	1,192.99	54	
Union .....	3	2,407.66	1,100.00	122.00	111.00	.72		1,363.72	1,072.84	55	
Union .....	3	2,684.23	1,300.00	150.00	133.74	1.01		1,780.74	977.54	62	
Union .....	3	2,801.24	1,100.00	200.00	131.14	1.68		1,034.82	1,766.52	56	
Union .....	3	2,807.70	1,400.00		121.75	1.04		1,534.76	1,482.91	51	
Union .....	3	3,787.20	1,400.00		151.87	1.28		1,560.16	2,221.11	41	
Union .....	3	3,353.64	1,602.31	60.00	232.50	4.64		1,870.45	4,474.39	30	
Union .....	3	1,976.99	1,000.00		101.25	.56		1,101.81	875.18	56	

Discontinued April 1, 1889.

Presidential from August 13, 1888.

**In Government building.**  
**Do.**

Presidential from May 13, 1889.

**Presidential from December 11, 1888.**

Wagon	3	2,503.38	1,400.00	202.50	150.50	96	1,813.86	1,680.42	52
Wagon	3	2,050.00	1,200.00		120.00	2.96	1,322.00	1,327.64	50
Wagon	3	2,050.00	1,400.00		165.00		1,565.00	1,642.04	49
Wagon	3	2,173.49	1,100.00		106.00	96	1,205.96	1,007.53	65
Wagon	3	2,334.12	1,100.00		102.70	40	1,203.10	1,051.02	58
Wagon	3	2,474.47	1,400.00		165.00	96	1,655.95	1,908.01	45
Wagon	3	4,611.07	1,125.00		95.00		1,220.00	3,721.07	25
Wagon	3	1,002.94	1,900.00		101.25	24	1,101.49	900.55	56
Total	.....	4,039,190.22	303,859.24	592,023.20	55,609.25	22,601.25	584,206.75	1,558,950.70	38
INDIANA.									
Anderson	3	8,250.59	1,800.00	500.00	138.75	20.45	2,459.23	5,751.36	30
Angola	3	2,529.73	1,400.00	100.00	75.00	3.12	1,578.12	1,751.61	47
Attica	3	2,758.05	1,500.00	200.00	172.48	4.00	1,870.48	1,881.57	50
Auburn	3	4,064.74	1,500.00		161.25	4.96	1,006.21	2,398.53	41
Aurora	3	4,057.40	1,700.00	300.00	105.00	7.44	2,172.44	2,484.06	47
Bedford	3	2,650.01	1,400.00	200.00	165.00	6.00	1,771.00	1,888.01	48
Bloomington	3	5,557.25	1,700.00	300.00	182.30	4.64	2,185.94	2,370.31	39
Bluffton	3	4,311.75	1,600.00	200.00	206.25	3.08	2,049.83	2,310.82	47
Bloomington	3	1,890.41	884.15	132.88	94.50	1.36	1,111.89	578.52	66
Bourbon	3	1,096.82	1,000.00		80.25	1.00	1,000.50	905.47	55
Brazos	3	5,025.05	1,800.00	200.00	225.00	7.04	2,532.04	3,433.91	39
Brownsville	3	2,454.55	1,100.00	324.00	111.00	2.08	1,537.18	1,917.77	63
Butler	3	2,080.13	1,300.00	90.00	144.00	2.82	1,531.10	1,116.25	53
Cambridge City	3	2,647.54	1,200.00	243.00	84.75	3.44	1,531.30	1,116.25	44
Cambria City	3	10,200.82	2,200.00	900.00	390.68	3.92	1,872.50	2,327.53	40
Columbus	3	9,403.46	1,800.00	250.00	225.00	10.08	1,503.60	2,385.08	25
Crownsville	3	2,547.42	1,200.00	150.00	97.50	2.16	1,449.06	1,097.76	57
Crawfordsville	3	10,600.90	2,300.00	1,000.00	535.00	28.68	5,162.92	5,807.14	59
Crown Point	3	2,495.25	1,200.00	150.00	127.50	3.12	1,477.92	1,017.27	41
Danville	3	4,033.50	1,600.00	50.00	157.50	3.36	1,535.80	2,632.04	45
Decatur	3	3,444.00	1,300.00	150.00	82.50	4.30	1,527.30	1,700.51	52
Delpid	3	2,657.81	1,500.00	250.00	172.50	4.50	1,338.50	1,206.40	51
Elkhart	3	20,723.56	2,500.00	600.00	94.50	4.00	2,297.25	11,584.05	44
Elkhart	3	44,474.26	3,000.00	1,500.00	200.00	54.20	24,037.95	19,841.71	55
Evansville	1	43,740.17	3,000.00	1,000.00	863.08	192.38	53,979.70	19,700.47	53
Fort Wayne	3	7,508.04	1,800.00	111.00	270.00	12.30	1,212.00	1,055.44	48
Frankfort	3	7,853.09	1,900.00	350.00	205.00	5.28	2,213.08	5,049.73	33
Franklin	3	4,634.29	1,600.00	400.00	208.00	2.00	1,697.00	876.48	56
Garrison	3	1,973.48	1,000.00		95.00		1,097.00	876.48	56
Goodland	3	349.62	1,316.92			24	1,34.86	114.06	54
Goshen	3	12,190.09	2,300.00	732.76	108.03	21.70	926.10	8,110.50	34
Greencastle	3	8,046.99	2,000.00	800.00	218.70	18.89	3,037.88	5,000.41	38
Greenfield	3	2,965.72	1,400.00		82.50	2.73	1,483.22	1,380.50	52
Greensburg	3	5,170.23	1,700.00	243.00	125.00	7.38	2,076.30	2,063.86	40
Hammond	3	3,090.53	1,400.00	100.00	150.75	1.63	1,507.43	1,680.10	49
Hard City	3	2,574.83	1,100.00	200.00	94.25	1.62	1,395.77	1,170.00	54
Huntingburg	3	1,215.44	1,167.97	110.12	65.01	3.30	730.30	470.14	61

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
INDIANA—continued.											
Huntington	3	\$7,857.57	\$1,000.00	\$500.00	\$270.00	\$5.72	.....	\$3,776.72	\$5,080.85	35	In Government building, \$4,485.21 mail bags.
Indianapolis	1	200,500.45	3,500.00	30,188.82	675.00	0,928.40	\$42,608.51	92,090.73	107,509.72	46	
Jacksonville	3	6,440.46	1,800.00	400.00	270.00	18.80	.....	2,488.80	3,951.66	30	
Kendallville	3	5,105.23	1,600.00	200.00	149.25	4.61	.....	1,954.80	3,211.34	38	
Kentland	3	5,167.47	92.41	.....	.....	.....	.....	93.73	73.74	56	
Knightsdown	2	9,933.42	1,300.00	.....	108.75	4.56	.....	1,413.31	1,540.11	28	
Knox	3	8,896.19	1,000.00	400.00	255.00	15.12	.....	2,570.12	6,326.07	49	
La Fayette	2	28,510.07	7,700.00	3,916.85	1,350.00	128.56	8,994.93	17,099.34	11,410.73	60	
Lafayette	2	7,737.94	1,400.00	3,916.85	93.75	2.58	.....	1,496.31	1,841.63	45	
Lamar	3	9,862.17	2,200.00	1,600.00	800.00	12.70	.....	4,012.70	5,750.47	47	
La Porte	2	4,065.62	1,500.00	300.00	115.70	0.80	.....	1,922.50	2,143.12	43	
Lawrenceburg	2	3,868.40	1,500.00	300.00	127.50	7.00	.....	1,754.70	2,113.70	45	
Lebanon	3	9,760.06	1,200.00	150.00	130.81	2.08	.....	1,474.01	1,288.07	53	
Liberly	3	3,651.55	1,500.00	300.00	150.00	4.40	.....	1,754.40	1,897.15	48	
Ligonier	2	14,331.00	2,400.00	700.00	1,200.00	00.56	5,499.75	11,563.47	2,767.53	80	
Logansport	2	10,324.14	2,100.00	1,100.00	530.00	17.22	.....	3,847.21	6,476.93	37	
Madison	3	10,000.18	1,900.00	800.00	375.00	15.84	.....	2,615.84	7,404.34	26	
Martinsville	2	8,697.13	2,000.00	800.00	375.00	4.10	.....	3,597.85	5,100.27	27	
Michigan City	2	7,437.53	1,800.00	800.00	225.00	3.78	.....	3,027.58	4,409.95	27	
Midway	3	2,425.08	1,100.00	.....	.....	2.68	.....	1,408.58	1,026.50	58	
Mitchell	3	2,988.62	1,400.00	200.00	127.50	3.12	.....	1,530.61	1,457.01	53	
Monticello	3	4,435.19	1,600.00	300.00	138.75	7.30	.....	1,806.24	2,628.95	42	
Mount Vernon	2	11,948.15	2,200.00	100.00	300.00	3.60	1,232.64	4,086.24	7,861.91	39	
Muncie	2	12,709.84	2,300.00	1,800.00	430.00	78.42	6,436.30	11,102.81	1,607.03	87	
New Albany	2	4,494.28	1,000.00	250.00	197.25	5.84	.....	2,038.23	2,456.05	41	
New Castle	2	3,306.62	1,500.00	.....	153.75	4.48	.....	1,048.23	1,538.39	32	
Noblesville	3	3,183.05	1,400.00	100.00	145.13	2.59	.....	1,048.18	2,134.87	62	
North Manchester	3	2,669.49	1,300.00	243.00	111.90	3.28	.....	1,637.93	1,031.55	36	
North Vernon	3	8,647.53	2,000.00	800.00	641.18	3.00	.....	3,731.18	4,916.35	30	
Percy	3	8,647.53	2,000.00	800.00	138.93	4.72	.....	3,831.65	4,815.88	36	
Plymouth	3	4,613.94	1,600.00	300.00	204.00	4.16	.....	2,105.72	2,508.22	45	
Portland	3	3,878.30	1,400.00	200.00	153.05	1.28	.....	1,737.21	2,141.09	45	
Princeton	3	2,536.23	1,200.00	.....	82.38	.....	.....	1,283.66	1,252.67	51	
Rensselaer	2	26,823.44	3,700.00	3,600.00	1,380.61	104.80	7,978.32	15,768.76	11,054.68	50	
Richmond	2	4,030.80	1,500.00	150.00	127.50	2.80	.....	1,780.30	2,250.50	44	
Rochester	3	2,602.97	1,200.00	75.00	97.20	2.50	.....	1,374.78	1,228.19	51	
Rockport	3	2,646.84	1,300.00	101.50	121.50	3.44	.....	1,386.44	1,260.40	60	
Rockville	3	9,243.58	1,700.00	100.00	251.25	10.16	.....	2,161.40	7,082.18	33	

Presidential from October 1, 1888.

In Government building.

Presidential from September 24, 1888.

Presidential from November 1, 1888.

Presidential from May 27, 1889.

	3	2,306.37	1,100.00	200.00	96.28	3.38	1,300.64	906.73	61
Salem	3	2,067.66	1,700.00	166.66	151.72	5.92	2,024.30	3,643.36	36
Seymour	3	7,163.24	1,800.00	276.25	183.80	10.80	2,240.95	4,922.29	31
Shelbyville	3	30,850.14	2,800.00	3,900.00	1,490.70	102.69	16,219.39	14,639.75	53
Shenectady	3	1,572.69	750.00	75.00	.....	.....	835.88	747.81	52
Sullivan	3	3,727.80	1,400.00	150.00	81.93	3.92	1,648.85	2,078.95	44
Terre Haute	3	43,297.61	2,900.00	6,300.00	1,342.50	317.81	21,286.98	22,003.66	49
Tipton	3	3,168.23	1,300.00	150.00	134.25	3.12	1,587.37	1,580.86	50
Union City	3	4,808.65	1,700.00	200.00	236.00	6.00	2,142.00	7,756.05	44
Vanderburgh	3	10,650.87	2,300.00	1,300.10	594.00	15.70	4,019.70	6,611.17	38
Vevay	3	19,672.16	2,200.00	1,400.00	127.50	2.48	1,729.98	3,449.76	73
Vincennes	3	10,872.16	1,500.00	270.00	101.00	311.61	7,837.70	3,034.37	72
Walsh	3	8,176.17	1,700.00	900.00	270.00	10.88	2,080.88	3,497.29	33
Washington	3	5,416.67	1,600.00	45.00	90.00	9.64	1,999.04	3,002.81	35
Watson	3	2,170.79	1,000.10	150.00	45.00	5.68	1,800.68	3,645.69	33
Wendell	3	2,080.69	1,000.00	82.50	73.14	2.24	1,094.74	1,066.05	50
Winchester	3	4,500.80	1,500.00	240.00	123.78	1.52	1,074.06	1,015.03	51
Worthington	3	1,847.91	843.92	240.00	97.25	4.08	1,897.80	2,183.40	46
Total	3	187,554.23	158,764.17	102,064.48	23,729.57	9,447.19	423,904.20	403,500.03	51
IOWA.									
Ackley	3	2,670.83	1,200.00	200.00	127.50	1.52	1,529.02	1,141.81	57
Adel	3	1,326.83	665.76	.....	85.36	1.16	751.18	575.67	46
Albia	3	2,824.42	1,200.00	100.00	100.00	1.28	1,301.28	1,520.14	53
Algona	3	9,743.03	1,500.00	300.00	172.50	4.40	1,972.90	1,770.13	46
Ames	3	4,527.57	1,600.00	243.00	210.00	2.08	2,035.08	2,472.49	47
Anamosa	3	3,532.65	1,500.00	100.00	75.85	1.52	1,077.37	1,875.28	49
Atlantic	3	3,878.40	1,500.00	200.00	172.50	1.92	1,874.42	2,003.98	35
Auburn	3	9,210.02	2,000.00	1,000.00	200.00	7.76	3,200.76	6,000.26	46
Aurora	3	3,529.74	1,400.10	74.87	165.00	4.48	1,640.45	1,880.29	54
Bedford	3	3,109.51	1,000.00	150.00	165.00	8.80	1,715.80	1,903.71	55
Bele Patis	3	2,251.71	1,400.00	200.00	165.00	1.92	1,708.92	1,484.79	54
Bellevue	3	1,132.45	1,175.00	1,000.00	103.80	1.60	1,565.80	1,571.78	59
Bloomfield	3	3,306.39	1,400.00	200.00	108.75	1.60	1,710.35	1,505.95	52
Bloomington	3	7,259.45	1,900.00	450.00	270.00	8.40	2,628.40	4,692.05	36
Boone	3	2,094.55	1,200.00	.....	127.50	8.80	1,238.80	1,276.25	51
Brooklyn	3	41,880.65	3,000.00	7,760.00	3,206.48	158.64	23,765.62	18,064.43	57
Burlington	3	4,839.21	1,600.00	150.00	210.00	2.72	1,962.72	2,876.49	41
Carroll	3	8,608.57	2,000.00	450.00	270.00	5.60	2,735.60	5,783.97	32
Cedar Falls	3	40,140.48	3,000.00	6,000.00	1,075.00	78.69	17,886.82	21,233.66	45
Centerville	3	4,602.29	1,600.00	400.00	175.87	2.32	2,077.90	2,510.30	44
Chariton	3	5,357.07	1,700.00	400.00	240.00	4.72	2,344.72	3,012.35	44
Charles City	3	5,242.90	1,700.00	251.25	251.25	3.76	2,335.01	2,887.95	37
Cherokee	3	5,802.77	1,700.00	200.00	250.00	3.52	2,154.45	3,648.32	45
Clarinda	3	4,077.33	1,700.00	800.00	251.25	4.82	2,735.57	2,231.96	55
Clarion	3	178.60	90.15	.....	.....	.....	90.15	82.71	54
Clear Lake	3	2,067.80	1,300.00	130.50	130.50	2.80	1,442.80	1,165.50	55
Clinton	3	18,976.22	2,500.00	2,000.00	1,146.70	1.12	10,609.71	8,006.51	57



No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire, light, and fuel.	Rept. incidentals.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Iowa—continued.											
Galan	3	\$2,613.31	\$1,200.00		\$127.47	\$0.96	.....	\$1,393.43	\$1,284.88	51	Presidential from November 10, 1888.
Corringtonville	3	1,302.61	678.53		396.15	2.61	.....	1,788.72	324.31	65	
Corning	3	5,184.07	1,000.00	\$400.00	142.50	2.24	.....	2,341.74	2,839.33	40	
Council Bluffs	3	48,147.60	3,000.00	7,254.80	33.38	143.32	\$9,713.83	20,137.28	27,990.32	42	In Government building.
Cresco	1	3,841.41	1,000.00	1,300.00	163.73	3.32	.....	1,966.03	1,875.36	51	
Creston	2	10,960.51	1,100.00	1,300.00	713.41	296.66	.....	4,170.07	6,790.44	38	
Davenport	2	46,907.42	2,900.00	5,684.58	2,100.00	182.49	8,843.98	13,711.05	27,196.37	42	
Decorah	2	9,809.69	2,100.00	875.00	270.00	3.41	.....	3,250.91	6,558.78	33	
Denison	2	4,280.59	1,600.00	300.00	210.00	5.91	.....	2,113.44	2,167.15	49	
Des Moines	3	111,952.98	3,300.00	15,148.12	1,973.83	281.66	27,435.26	43,138.87	67,914.11	39	Do.
De Witt	3	2,574.03	1,200.00	15,148.12	1,973.83	140.05	11,047.62	1,306.04	1,267.99	50	Do.
Dubuque	1	48,175.81	3,100.00	7,975.00	144.00	1.12	.....	22,262.67	25,913.14	46	
Dunlap	3	2,620.07	1,300.00		125.90	1.20	.....	1,445.12	1,174.95	55	
Eagle Grove	3	2,633.16	1,200.00	100.00	165.00	1.52	.....	1,437.10	1,206.06	54	
Eldora	3	3,533.73	1,400.00	125.00	165.00	1.52	.....	1,691.52	1,802.21	48	
Emmetsburg	3	5,118.35	1,700.00	200.00	251.25	5.36	.....	2,156.61	2,961.74	42	
Estherville	3	1,152.99	567.33		76.41	.....	.....	644.34	478.65	58	
Fairfield	3	6,503.07	1,800.00	600.00	255.00	4.61	.....	2,659.64	3,843.43	58	
Forest City	3	1,682.16	788.04	75.16	101.25	4.40	.....	908.85	713.31	57	
Fort Dodge	2	8,537.96	2,000.00	330.00	330.00	5.84	.....	3,355.84	5,182.12	39	
Fort Madison	2	10,218.77	2,000.00	1,825.00	224.86	14.75	.....	3,064.61	7,154.16	30	Presidential from December 26, 1888.
Glenwood	3	3,285.17	1,400.00		27.35	1.12	.....	1,428.47	1,856.70	43	Presidential from September 17, 1888.
Greenfield	3	2,285.00	1,000.00		96.00	1.20	.....	1,200.20	1,084.80	53	
Grinnell	3	8,287.82	1,900.00	500.00	210.00	3.60	.....	2,613.60	5,674.22	32	
Griswold	3	316.40	189.56			.....	.....	189.56	126.84	60	Presidential from April 23, 1889.
Grundy Centre	3	2,744.18	1,400.00	180.00	165.00	4.40	.....	1,745.40	998.78	64	
Guhrle Centre	3	2,676.91	1,100.00	800.00	111.00	64	.....	1,511.64	1,168.27	56	
Hamburgh	3	2,926.83	1,300.00	300.00	131.00	1.12	.....	1,732.12	1,194.71	59	
Hampton	3	3,626.07	1,400.00	200.00	165.00	1.08	.....	1,765.08	1,860.99	49	
Harlan	3	4,030.91	1,500.00	200.00	172.50	1.04	.....	1,873.54	2,166.37	46	
Humboldt	3	2,744.65	1,200.00		127.50	1.68	.....	1,329.18	1,415.47	48	
Ida Grove	3	3,603.71	1,500.00	300.00	172.50	1.44	.....	1,673.94	1,929.77	46	
Independence	3	7,140.77	1,900.00		195.00	3.76	.....	2,398.76	4,742.01	34	
Indianola	3	3,963.62	1,500.00	100.00	172.50	1.28	.....	1,773.78	2,194.84	45	
Iowa City	2	13,220.35	2,000.00	1,785.00	1,450.67	142.80	3,004.60	8,783.07	4,437.28	66	
Loda	2	4,060.36	1,500.00	200.00	164.97	2.24	.....	1,874.90	2,194.46	46	
Lowa Falls	3	3,490.25	1,400.00	150.00	102.50	2.40	.....	1,717.21	1,773.04	49	
Jefferson	3	26,708.04	2,700.00	3,550.00	1,212.27	98.08	6,950.46	14,508.14	12,199.80	54	
Kokuk	2	2,253.03	1,200.00	100.00	172.50	2.80	.....	1,422.27	830.76	63	
Kingsley	3	3,603.91	1,400.00	700.00	172.50	1.76	.....	2,975.29	1,618.62	59	
Knoxville	3	2,783.65	1,200.00	180.00	127.50	.....	.....	1,509.26	1,274.39	54	
Lanning	3										



Laporte City.....	3	2 115.28	1 200.00	1 200.00	127.50	.96	1 328.46	786.82	63
Lemars.....	3	9 074.71	2 100.00	1 100.00	240.84	1.36	3 440.84	5 634.87	38
Leola.....	3	2 702.03	1 200.00	200.00	126.80	1.36	1 028.16	1 173.87	57
Logan.....	3	2 404.47	1 200.00	150.00	127.50	.96	1 478.46	936.01	62
L'ons.....	3	5 616.76	1 700.00	300.00	236.25	4.40	2 140.05	3 470.11	38
Madison.....	3	4 843.37	1 700.00	300.00	157.50	2.80	2 186.30	2 481.07	47
Madison.....	3	2 177.29	1 000.00	200.00	101.25	.40	1 301.65	875.64	60
Manchester.....	3	5 649.47	1 700.00	400.00	251.00	2.08	2 353.06	3 296.89	42
Manning.....	3	2 039.08	1 000.00	100.00	101.25	.56	1 101.81	887.27	54
Manson.....	3	406.44	122.31	14.82	19.23	.....	236.16	180.28	54
Mapleton.....	3	2 045.02	1 000.00	1 000.00	101.25	.40	1 101.65	963.37	53
Mapletoth.....	3	6 039.47	1 000.00	100.00	251.25	2.32	2 053.57	3 066.90	34
Marquette.....	3	1 082.90	800.00	160.00	68.50	.16	1 057.65	516.24	52
Marquette.....	3	3 491.03	1 800.00	180.00	185.00	1.28	1 746.28	1 744.75	50
Marquette.....	3	4 883.10	1 700.00	500.00	251.25	5.44	2 436.09	3 426.41	62
Marshalltown.....	3	19 277.24	2 400.00	2 500.00	1 040.00	6.36	10 047.61	3 179.61	60
Marquette.....	3	6 977.53	1 000.00	300.00	270.00	4.32	3 374.32	1 603.21	34
Mason City.....	3	4 205.75	1 000.00	300.00	197.50	4.32	2 101.82	2 101.83	54
Mason Valley.....	3	430.12	250.00	1 800.00	146.25	1.28	1 790.53	1 354.52	57
McIntosh.....	3	3 147.05	1 400.00	162.00	105.00	2.56	1 569.46	1 181.03	57
Monticello.....	3	8 819.48	2 000.00	1 000.00	108.00	7.36	3 116.05	5 163.43	34
Monticello.....	3	2 455.90	1 400.00	165.00	115.37	1.12	1 566.12	1 889.08	45
Mount Pleasant.....	3	15 735.87	2 000.00	1 800.00	1 290.00	5.20	8 873.83	6 993.04	54
Muscatine.....	3	2 491.20	1 200.00	1 200.00	107.50	1.20	1 596.20	1 182.90	53
Nashua.....	3	2 138.22	1 200.00	250.00	115.37	4.96	2 200.21	1 513.47	50
New Hampton.....	3	2 641.69	1 200.00	200.00	165.00	1.20	1 528.22	3 450.92	38
Newtown.....	3	2 467.18	1 200.00	250.00	115.37	1.68	1 302.68	1 117.54	54
Oakleaf.....	3	2 435.86	1 200.00	90.00	111.00	.88	2 254.07	1 810.25	52
Orange City.....	3	2 531.11	1 000.00	500.00	153.75	2.32	2 254.07	1 810.25	52
Orange.....	3	4 377.32	1 800.00	200.00	133.00	9.98	7 335.50	4 545.12	61
Osgoda.....	3	3 088.06	2 200.00	1 640.00	524.00	9.98	2 891.75	12 084.17	49
Oskaloosa.....	3	11 800.86	2 200.00	3 400.00	718.13	26.49	5 849.55	12 084.17	49
Ottumwa.....	3	24 909.54	2 000.00	100.00	146.00	1.28	1 043.86	2 989.37	38
Pella.....	3	4 336.63	1 600.00	150.00	191.25	2.64	2 576.40	1 611.38	45
Perry.....	3	4 386.95	1 600.00	400.00	270.00	6.40	1 427.50	1 611.38	45
Red Oak.....	3	7 338.07	1 200.00	135.00	127.50	.24	1 427.50	1 611.38	45
Rock Rapids.....	3	2 848.89	1 200.00	135.00	127.50	.24	1 427.50	1 611.38	45
Sac City.....	3	2 596.83	1 200.00	135.00	127.50	.24	1 427.50	1 611.38	45
Sandborn.....	3	1 948.06	1 200.00	135.00	127.50	.24	1 427.50	1 611.38	45
Sheldon.....	3	3 667.74	1 200.00	300.00	131.00	1.92	1 427.50	1 611.38	45
Shenandoah.....	3	6 467.70	1 200.00	300.00	131.00	1.92	1 427.50	1 611.38	45
Sibley.....	3	2 902.21	1 400.00	130.00	165.00	2.46	2 900.45	4 781.22	34
Sigourney.....	3	3 068.86	1 400.00	200.00	165.00	1.92	1 713.72	1 586.49	59
Sion City.....	3	60 953.69	3 100.00	8 070.00	165.00	90.22	2 433.68	1 241.94	58
Spencer.....	1	4 072.97	1 300.00	4 430.00	172.51	1.68	24 854.19	84 500.91	40
Spirit Lake.....	3	1 516.45	750.00	100.00	101.25	1.68	432.39	723.16	52
Storm Lake.....	3	4 534.76	1 000.00	100.00	210.00	1.68	1 911.06	2 623.08	42
Stuart.....	3	3 573.01	1 500.00	150.00	166.75	1.36	1 830.11	1 733.40	51
Tama.....	3	2 897.05	1 300.00	200.00	144.00	2.80	1 046.80	1 546.25	57
Tippecanoe.....	3	3 382.00	1 400.00	230.00	162.25	1.44	1 812.64	1 568.96	54

Presidential from April 22, 1889.

Presidential from January 1, 1889.

Presidential from April 1, 1889.

Presidential from October 1, 1889.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
IOWA—continued.											
Toledo	3	\$4,579.67	\$1,690.00	.....	\$191.25	\$2.32	.....	\$1,793.57	\$2,786.10	30	
Troy	3	2,791.00	1,300.00	.....	121.50	.48	.....	1,421.98	1,369.02	51	
Vienna	3	3,092.96	1,400.00	.....	165.00	1.92	.....	1,566.92	1,527.04	46	
Vinton	3	6,553.21	1,700.00	.....	43.00	5.01	.....	1,950.01	4,603.20	30	
Washington	3	5,767.94	1,700.00	.....	135.00	4.16	.....	2,539.16	3,228.78	30	
Watson	3	13,052.54	2,400.00	.....	405.42	6.46	\$3,227.98	8,039.86	5,012.68	62	
Waukon	3	2,765.66	1,400.00	.....	123.75	.56	.....	1,521.31	1,244.35	56	
Wayne	3	4,959.72	1,600.00	.....	191.23	2.16	.....	1,993.38	2,966.34	30	
Waynesville	3	5,078.27	1,600.00	.....	143.67	1.36	.....	1,998.11	3,080.16	30	
West Union	3	2,846.77	1,300.00	.....	172.50	.72	.....	1,644.39	1,202.38	57	
West Chester	3	3,872.10	1,500.00	.....	100.29	2.08	.....	1,974.58	1,897.52	51	
What Cheer	3	4,196.46	1,600.00	.....	111.00	1.20	.....	1,991.49	2,204.97	47	
Wilson Junction	3	2,110.14	1,100.00	.....	.....	1.44	.....	1,412.44	727.70	66	
Winterset	3	3,051.76	1,000.00	.....	210.00	1.92	.....	2,101.92	1,889.84	53	
Total	.....	1,013,465.27	298,832.21	191,047.24	38,574.35	1,638.97	111,503.85	461,617.38	548,847.89	45	
KANSAS.											
Abilene	2	0,870.23	2,200.00	1,350.00	113.90	11.64	2,084.81	5,860.35	4,007.88	50	
Alma	3	1,946.95	1,100.00	.....	111.00	1.8	.....	1,212.28	744.67	42	
Anthony	3	5,121.73	1,700.00	.....	172.50	2.16	.....	1,874.66	3,247.07	37	
Argentine	3	291.44	90.00	.....	.....	.04	.....	90.74	110.70	45	
Arkansas City	2	11,655.40	2,200.00	850.00	165.42	30.58	.....	3,339.00	8,346.40	29	
Arnold	3	5,571.86	1,400.00	200.00	164.25	4.40	.....	1,768.65	3,803.21	32	
Aschland	2	2,241.75	1,400.00	.....	165.00	.93	.....	1,565.96	655.79	72	
Ashland	2	33,501.19	2,800.00	4,800.00	1,615.30	69.53	6,972.43	16,257.26	17,243.93	49	
Ashland	2	2,438.70	1,200.00	200.00	114.00	.06	.....	1,614.96	793.74	67	
Augusta	3	1,187.71	616.85	.....	80.19	.06	.....	698.00	489.71	59	
Baldwin	3	243.00	145.05	.....	.....	.08	.....	145.13	98.47	60	
Barber Springs	3	3,675.12	1,200.00	200.00	37.50	1.41	.....	1,936.19	1,738.93	47	
Belleville	3	5,957.45	1,800.00	400.00	223.17	3.44	.....	2,426.61	3,100.84	41	
Bell City	3	1,823.53	1,100.00	.....	111.00	.96	.....	1,211.96	611.57	66	
Berlin	3	2,910.25	1,300.00	300.00	112.80	1.44	.....	1,714.24	1,196.01	59	
Burlington	3	4,693.72	1,700.00	300.00	243.15	3.52	.....	2,246.67	2,457.05	49	
Burlington	3	3,305.95	1,500.00	200.00	172.60	.72	.....	1,873.22	1,432.03	57	
Calderwood	3	3,181.59	1,500.00	200.00	168.75	.96	.....	1,869.71	1,311.68	59	
Cherokee City	3	4,794.75	1,700.00	200.00	230.25	4.24	.....	2,240.40	2,554.35	47	
Cherokee	3	2,352.48	1,100.00	200.00	97.00	.64	.....	1,397.64	955.84	59	
Cherokee	3	3,848.65	1,600.00	200.00	49.45	4.00	.....	1,836.45	2,012.20	49	
Cherry Vale	3	3,803.27	1,500.00	300.00	172.50	1.20	.....	2,173.70	1,631.57	52	

Presidential from June 1, 1889.

Presidential from November 20, 1888.  
Presidential from May 14, 1889.

Cimarron.....	1,705.70	1,300.00	100.00	141.00	8.35	1,541.32	164.38	90
Clay Centre.....	7,017.80	2,000.00	900.00	420.00	6.00	3,691.80	3,691.80	47
Clyde.....	2,758.88	1,400.00	200.00	123.75	.80	1,724.55	1,032.33	63
Coffeyville.....	4,377.05	1,500.00	300.00	119.25	2.16	2,455.64	2,455.64	44
Colby.....	3,303.45	1,400.00	237.50	165.00	.06	1,805.46	1,409.98	65
Coldwater.....	1,851.27	1,200.00	.....	123.75	.40	1,824.15	627.12	72
Columbia.....	5,496.00	1,700.00	400.00	180.50	4.80	2,283.30	3,210.70	42
Concordia.....	6,787.47	1,900.00	400.00	225.00	5.12	2,530.12	4,257.35	37
Council Grove.....	4,742.78	1,600.00	300.00	172.50	3.12	2,075.62	1,867.14	61
Coolidge.....	275.29	129.12	12.50	62.00	.....	662.00	180.48	76
Cottonwood Falls.....	2,367.26	1,400.00	250.00	165.00	.06	1,411.70	131.59	52
Dighton.....	4,878.73	2,000.00	1,000.00	.....	.72	1,816.15	551.64	77
Dodge City.....	2,381.42	1,200.00	1,000.00	120.00	2.64	3,002.64	1,876.09	62
Dwight.....	6,073.91	1,800.00	500.00	45.00	5.44	1,470.56	910.88	63
El Dorado.....	1,585.10	783.48	101.25	.....	.....	2,350.44	8,723.49	39
Ellis.....	3,670.79	1,600.00	230.00	210.00	1.52	894.73	670.37	67
Ellsworth.....	18,080.01	2,600.00	661.61	.....	43.06	2,041.62	1,629.27	55
Emporia.....	1,668.80	1,000.00	2,200.00	661.61	1.04	10,354.23	8,326.78	65
Etowah.....	2,718.39	850.00	100.00	100.15	.....	843.14	1,823.67	61
Eureka.....	2,471.48	1,300.00	249.98	144.00	.06	1,694.95	1,776.61	35
Florence.....	18,825.13	2,500.00	1,400.00	.....	22.58	11,056.18	7,768.95	60
Fort Scott.....	2,448.24	1,100.00	82.50	1,140.00	.....	1,873.06	1,265.18	48
Frankfort.....	3,843.91	1,500.00	300.00	82.50	2.40	1,436.34	1,689.01	61
Frederick.....	2,857.90	1,300.00	133.30	.....	3.04	3,832.09	3,179.98	65
Garden City.....	7,012.05	1,500.00	1,500.00	1.00	31.99	2,038.00	2,678.75	43
Garnett.....	4,459.22	1,600.00	200.00	183.50	4.00	2,046.84	2,730.52	37
Geary.....	5,401.73	1,800.00	300.00	85.83	1.84	1,284.19	2,444.84	77
Great Bend.....	2,678.83	1,500.00	100.00	180.50	1.36	1,701.88	242.69	62
Greenleaf.....	2,900.46	1,500.00	100.00	180.50	.24	1,204.64	769.28	62
Greensburg.....	1,981.92	1,100.00	202.25	.....	.....	2,002.65	1,569.43	56
Harpersburg.....	3,563.52	1,600.00	100.00	202.25	1.01	1,673.01	1,486.47	63
Harpersfield.....	3,163.48	1,400.00	100.00	164.97	.....	2,324.01	1,135.43	63
Hays City.....	2,338.48	211.54	112.36	.....	.....	2,372.72	4,106.74	23
Herington.....	7,133.40	1,500.00	300.00	270.00	2.72	2,183.12	2,543.86	43
Hawthorne.....	2,976.87	1,700.00	249.98	252.49	2.64	1,875.90	1,384.86	63
Holton.....	2,976.76	1,300.00	150.00	123.90	.....	1,618.29	1,604.81	51
Howard.....	16,111.70	2,400.00	300.00	146.25	.72	2,352.84	4,812.87	33
Humboldt.....	6,134.67	1,800.00	400.00	270.00	10.50	2,478.16	7,074.11	62
Hutchinson.....	3,261.10	1,400.00	250.00	25.89	8.16	3,167.53	3,635.91	61
Jola.....	7,165.71	1,900.00	400.00	45.00	2.40	2,678.29	1,604.81	40
Jewell.....	20,875.18	2,500.00	2,600.00	725.52	1.52	1,674.02	2,862.99	48
Junction City.....	5,560.77	1,900.00	525.00	172.50	.....	1,564.65	312.43	83
Kansas City.....	2,670.81	1,500.00	800.00	104.25	.40	1,564.65	312.43	83
Kingman.....	1,877.08	1,300.00	125.00	144.00	2.24	1,560.21	392.97	60
Kinsley.....	1,962.21	1,100.00	200.00	108.50	3.04	1,409.54	894.28	61
Kiowa.....	2,293.82	2,000.00	575.00	178.42	3.36	2,756.78	3,026.22	48
Kerwin.....	6,782.00	2,000.00	575.00	178.42	31.76	11,836.83	11,789.68	50
La Cynne.....	23,736.41	3,105.49	1,035.16	.....	.....	.....	.....	50
Larned.....	.....	.....	.....	.....	.....	.....	.....	.....
Lawrence.....	.....	.....	.....	.....	.....	.....	.....	.....

Presidential from January 1, 1898.  
Presidential from May 13, 1898.

Presidential from September 14, 1898.

Presidential from October 4, 1898.

Presidential from May 7, 1898.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889—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.
KANSAS—continued.											
Leavenworth	2	\$98,301.34	\$2,790.00	\$4,280.00	\$783.47	\$69.56	\$7,401.53	\$15,234.56	\$13,126.78	54	In Government building.
Leola	3	1,290.11	740.22	75.00	37.50	1.12		910.08	590.03	76	Presidential from November 9, 1888.
Lincoln	3	2,914.01	1,200.00	250.00	94.50			1,788.02	1,125.99	61	
Lindsborg	3	2,295.65	1,100.00		107.15			1,297.87	998.79	53	
Lyons	3	1,184.35	559.78		75.57			635.07	548.48	54	
Lyons	3	4,037.95	1,700.00	100.00	45.00	1.76		1,840.76	2,197.19	46	
McPherson	2	8,620.14	2,100.00	875.00	204.21	8.20		3,247.51	5,432.63	47	
Manhattan	3	7,984.34	1,900.00	200.00	290.25	6.16		1,931.92	4,998.93	38	
Manhattan	3	2,863.70	1,500.00	300.00	150.00	1.92		1,934.29	911.78	68	Presidential from December 10, 1888.
Marton	3	4,987.07	1,700.00		251.25	3.04		1,875.30	2,432.78	45	
Marysville	3	3,916.92	1,500.00	200.00	172.50	2.80		1,875.30	2,071.62	48	
Medford	3	2,376.13	1,100.00	100.00	165.00	.48		1,695.24	684.89	71	
Medicine Lodge	3	2,676.14	1,500.00	200.00	165.00	.48		1,865.48	1,113.66	61	
Minneapolis	3	7,925.92	1,700.00	200.00	120.00	2.00		2,022.00	3,903.92	40	
Minneapolis	3	2,017.93	1,100.00		168.50	2.06		1,200.46	898.47	59	
Neodesha	3	1,117.59	1,500.00		83.25	1.94		1,184.29	933.10	50	
Ness City	3	2,612.04	1,500.00	100.00	150.25	1.80		1,757.05	1,155.03	60	
Newton	2	10,211.99	2,200.00	1,334.00	300.00	19.32	3,238.63	7,072.15	3,999.84	69	
Norton	2	3,137.88	1,200.00		72.00	.72		1,272.39	1,865.56	60	
Norton	3	3,946.68	1,400.00	350.00	123.75	.72		1,874.47	1,372.19	58	
Oberlin	3	3,919.59	1,700.00	500.00	225.00	1.02		2,446.02	1,493.28	62	
Olathe	3	5,012.75	1,700.00	200.00	170.12	6.34		2,176.36	2,766.39	37	
Olathe	3	4,797.47	1,600.00	200.00	195.00	2.48		1,997.48	2,799.99	42	
Osage Mission	3	1,897.70	1,600.00		24.95	.92		1,035.25	2,512.43	56	
Osborne	3	3,249.15	1,500.00	100.00	145.50	.80		1,745.55	1,503.65	54	
Oswego	3	5,551.03	1,700.00	200.00	120.00	3.02		2,032.92	3,518.01	37	
Oswego	3	11,255.82	2,200.00	1,200.00	281.00	12.55	2,806.26	5,703.21	5,552.62	60	
Ottawa	3	5,412.24	1,700.00	250.00	115.07	3.66		2,100.93	3,342.21	59	
Paola	3	8,859.50	2,200.00	1,500.47	459.98	10.24		3,008.00	4,780.29	30	
Parsons	3	3,644.27	1,700.00	150.00	180.00	1.52		1,894.28	1,912.75	51	
Peabody	3	1,608.10	1,200.00	75.00	111.00	.50		1,011.56	1,594.50	61	Presidential from October 1, 1888.
Phillipsburg	3	2,848.11	1,600.00	100.00	167.14	2.50		1,770.34	4,078.07	30	
Pittsburg	3	2,203.15	1,100.00	200.00	197.25	1.39		1,011.56	1,187.00	57	
Pittsburg	3	3,690.97	1,800.00	200.00	173.00	1.08		1,872.08	1,818.29	61	Presidential from January 20, 1889.
Pratt	3	1,112.90	422.22		58.40			480.62	637.72	426	Deficiency, \$367.72.
Rice	3	2,880.62	1,600.00	189.50	170.25	1.12		1,800.67	1,010.75	65	
Rice	3	2,256.66	1,400.00		130.00	.64		1,560.24	1,696.42	48	
Sabetha	3	2,107.51	1,200.00		130.00	1.38		1,321.28	876.23	40	
St. John	3	2,891.62	1,100.00		110.36	1.04		1,211.40	1,180.22	51	
St. Mary's	3	13,872.38	2,400.00	1,100.00	400.00	12.60	2,728.72	6,641.28	6,231.10	62	
Salina	2	1,922.16	1,400.00	200.00	165.00			1,705.00	167.16	91	



No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
<b>KENTUCKY—cont'd.</b>											
Mayville	2	\$9,134.64	\$2,000.00	\$1,030.00	\$405.00	\$43.56	.....	\$3,478.56	\$5,656.08	38	
Mount Sterling	3	6,078.74	1,700.00	298.00	251.25	21.30	.....	2,280.45	3,818.29	37	
Newport	3	15,889.44	2,500.00	1,646.13	1,110.00	197.43	\$5,527.85	10,981.41	4,888.03	69	
Nicholasville	3	3,270.19	1,300.00	150.00	140.25	3.12	.....	1,593.37	1,676.82	49	
Owensboro	2	11,239.54	2,100.00	1,300.00	78.00	12.74	.....	3,410.74	7,748.80	31	
Paducah	2	13,011.68	2,400.00	1,625.00	.....	31.60	4,266.22	8,322.82	4,698.86	64	
Paris	3	7,176.52	1,800.00	500.00	270.00	13.76	.....	1,464.05	4,502.78	54	
Pineston	3	2,754.68	1,200.00	200.00	61.25	2.80	.....	2,379.70	2,593.28	45	
Richmond	3	5,319.04	1,600.00	500.00	270.00	9.78	.....	1,802.70	2,033.65	47	
Russellville	3	3,835.35	1,500.00	197.25	101.23	4.24	.....	2,141.98	2,313.60	48	
Shelbyville	3	4,455.68	1,700.00	250.00	187.40	4.48	.....	1,545.12	1,357.68	53	
Somerset	3	2,892.80	1,200.00	225.00	115.50	5.12	.....	1,496.62	1,393.16	52	
Stanford	3	2,349.78	1,300.00	69.01	133.50	8.12	.....	1,581.23	1,768.63	47	
Versailles	3	3,340.96	1,400.00	99.00	78.52	2.80	.....	1,161.64	829.54	58	
Williamstown	3	1,994.18	1,000.00	60.00	99.80	1.84	.....	1,161.64	829.54	58	
Winchester	3	4,681.07	1,600.00	100.00	144.82	7.60	.....	1,852.42	2,828.65	40	
Total		512,302.98	67,907.42	67,094.52	7,608.90	2,198.30	80,488.08	804,803.22	318,409.76	51	
<b>LOUISIANA.</b>											
Alexandria	3	2,791.47	1,110.00	300.00	82.00	24	.....	1,483.14	1,311.33	53	
Baton Rouge	3	8,420.46	1,900.00	450.00	252.40	30.72	.....	2,632.12	5,787.34	31	
Bayou Sara	3	54.19	42.31	12.50	.....	.....	.....	54.81	.....	101	Deficiency \$0.62. Presidential from June 17, 1889.
Donaldsonville	3	2,872.85	1,300.00	75.00	111.39	3.44	.....	1,489.83	1,383.02	52	
Franklin	3	2,328.32	1,100.00	.....	111.75	2.32	.....	1,216.07	1,112.25	52	
Lake Charles	3	4,639.09	1,500.00	200.00	144.00	2.88	.....	1,846.88	2,792.21	38	
Monroe	3	3,742.54	1,400.00	800.00	92.50	6.12	.....	1,793.62	2,048.92	46	
New Iberia	3	3,887.02	1,500.00	800.00	107.65	6.24	.....	1,913.62	2,073.40	43	
New Orleans	1	355,890.17	3,700.80	74,626.12	.....	2,827.63	73,168.31	154,622.15	200,768.05	44	
Opelousas	3	2,090.10	1,000.00	.....	43.75	4.40	.....	1,048.15	1,041.95	50	
Raymonville	3	3,182.44	1,300.00	150.00	116.25	2.88	.....	1,562.13	1,620.31	49	
Shreveport	2	12,963.47	2,300.00	1,500.00	.....	2.88	8,287.77	7,087.77	5,875.70	65	
Thibodaux	3	2,516.66	1,200.00	80.00	105.20	4.00	.....	1,389.20	1,127.46	55	
Total		405,182.38	19,342.31	78,293.63	1,167.79	2,880.93	70,458.08	178,149.73	227,032.65	44	
<b>MAINE.</b>											
Anson	2	13,448.79	2,400.00	1,195.79	820.80	83	4,008.88	8,434.70	5,014.00	68	
Augusta	1	41,227.07	3,000.00	12,107.34	2,580.03	27.51	4,716.39	22,440.07	18,787.00	54	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
<b>MAINE.—cont'd.</b>											
Chester town .....	3	\$3,280.59	\$1,400.00	\$200.00	\$141.00	\$9.44	.....	\$1,750.44	\$1,530.15	53	
Conthland .....	1	14,212.57	2,300.00	1,800.00	699.95	79.65	\$5,498.46	8,378.40	5,834.17	59	
Enston .....	2	5,475.72	1,600.00	400.00	109.57	4.32	.....	2,203.80	3,269.83	40	
Elliot .....	3	5,546.52	1,500.00	200.00	123.75	3.84	.....	1,827.59	1,718.94	52	
Elliot City .....	3	9,908.41	1,300.00	.....	144.00	3.68	.....	1,447.08	1,488.73	49	
Emmaburg .....	3	1,838.66	1,000.00	.....	101.25	1.92	.....	1,103.17	1,735.49	60	
Frederick .....	3	11,611.66	2,300.00	1,180.00	1,000.00	27.68	2,503.11	7,016.79	4,594.27	60	
Frostburg .....	3	3,109.10	1,300.00	200.00	136.75	1.44	.....	1,628.19	1,481.00	53	
Hagerstown .....	3	12,998.08	2,300.00	1,600.00	494.10	12.88	2,606.90	7,444.06	5,554.02	57	
Havre de Grace .....	3	3,020.42	1,300.00	150.00	92.25	1.30	.....	1,547.45	1,482.97	51	
Louisa .....	3	2,454.21	1,100.00	.....	61.00	1.36	.....	1,104.36	1,280.85	48	
Oakland .....	3	1,912.62	678.53	125.37	43.54	2.80	.....	848.24	1,064.38	79	Presidential from November 19, 1888.
Port Deposit .....	3	2,198.67	1,100.00	.....	65.25	2.48	.....	1,167.73	1,030.94	53	
Rockville .....	3	1,090.68	548.91	85.33	62.58	2.55	.....	1,097.38	1,093.30	64	
Salisbury .....	3	4,461.92	1,600.00	150.00	266.25	2.16	.....	1,958.11	2,503.81	44	Presidential from December 14, 1888.
Towson .....	3	9,908.71	1,100.00	30.00	111.00	4.72	.....	1,245.72	1,060.99	56	
Westminster .....	3	5,391.33	1,600.00	500.00	210.00	6.08	.....	2,316.08	3,075.25	43	
<b>Total</b> .....		<b>692,483.34</b>	<b>35,427.41</b>	<b>125,550.25</b>	<b>8,789.24</b>	<b>4,697.87</b>	<b>203,237.65</b>	<b>375,704.45</b>	<b>316,778.89</b>	<b>54</b>	
<b>MASSACHUSETTS.</b>											
Abington .....	3	3,415.22	1,200.00	.....	144.00	6.83	.....	1,450.88	1,964.44	42	
Adams .....	3	5,787.79	1,800.00	.....	270.00	5.36	.....	2,075.39	3,712.43	36	
Amesbury .....	3	10,073.17	2,100.00	1,100.00	370.00	10.28	.....	3,866.38	6,183.89	39	
Amherst .....	2	9,722.17	2,300.00	900.00	419.57	20.84	.....	3,840.41	6,181.76	30	
Andover .....	3	7,496.31	1,800.00	300.00	105.00	36.64	.....	2,325.64	5,170.67	31	
Arlington .....	3	5,102.16	1,600.00	.....	136.41	13.84	.....	1,763.45	3,338.71	33	
Ashland .....	3	2,388.80	1,100.00	.....	108.75	7.92	.....	1,213.39	1,075.41	53	
Athol .....	3	6,408.52	1,700.00	857.77	363.15	20.90	.....	1,691.39	4,717.19	30	
Attleborough .....	3	8,742.89	2,000.00	.....	112.45	27.76	.....	2,278.32	6,464.47	37	
Auburndale .....	2	4,273.71	1,500.00	.....	135.45	1.00	.....	1,040.21	2,633.50	38	
Ayer .....	3	3,368.75	1,400.00	.....	104.86	6.00	.....	1,571.00	1,797.75	47	
Beverly .....	3	2,356.63	1,100.00	.....	165.00	3.28	.....	1,208.14	1,148.54	51	
Beverly .....	3	11,436.54	2,000.00	1,240.00	609.00	46.56	2,120.71	6,210.27	5,216.31	54	
Boston .....	2	1,837,501.11	6,000.00	338,060.69	15,000.00	16,806.14	381,890.39	755,328.22	1,090,174.89	41	In Government building
Braintree .....	3	2,366.26	1,100.00	.....	111.00	10.70	.....	1,221.70	1,144.56	52	
Bridford .....	3	3,729.84	1,400.00	.....	146.25	8.24	.....	1,554.49	2,175.35	42	
Brockton .....	3	21,465.03	2,700.00	2,250.00	1,000.00	113.25	7,683.19	14,370.44	17,094.59	46	
Brockton .....	2	2,110.73	1,100.00	.....	83.70	4.40	.....	1,188.10	1,022.64	56	
Cambridge .....	3	6,725.44	1,600.00	.....	216.00	10.24	.....	1,830.24	3,905.20	32	





No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1899.—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.
MASSACHUSETTS—CON- TINUED.											
Methuen	3	\$2,927.05	\$1,400.00	.....	\$71.25	\$7.20	.....	\$1,478.45	\$1,448.60	51	
Middleborough	3	9,570.48	2,000.00	\$450.00	291.00	511.52	.....	3,262.52	6,307.96	34	
Middlebury	3	7,729.37	2,100.00	1,100.00	529.00	290.52	.....	3,749.52	4,040.85	48	
Milbury	3	4,735.53	1,500.00	.....	172.50	5.76	.....	1,678.26	3,097.27	45	
Milton	3	5,190.57	1,600.00	.....	210.00	18.94	.....	1,838.94	3,391.63	35	
Monkton	3	3,077.50	1,600.00	.....	73.00	6.34	.....	1,481.34	1,596.16	48	
Nantucket	3	6,594.73	1,700.00	.....	138.75	8.98	.....	2,840.53	3,754.20	40	
Natick	3	9,194.38	2,000.00	835.00	367.50	13.76	.....	3,283.56	5,910.82	33	
Needham	3	32,693.14	5,000.00	4,100.00	1,076.00	213.57	\$12,718.22	20,301.72	12,411.46	48	
Newburyport	3	18,608.66	3,000.00	2,500.00	813.83	21.27	4,013.87	10,783.57	8,825.09	58	
Newton	3	12,735.57	3,500.00	735.96	172.50	473.90	2,224.22	6,066.58	6,729.49	49	
Newton Centre	3	9,152.92	3,000.00	.....	187.30	31.25	.....	3,201.30	5,951.62	38	
North Adams	3	26,591.88	5,000.00	2,500.00	1,000.00	61.74	4,357.32	10,219.06	16,372.82	29	
Northampton	3	13,667.71	2,500.00	1,500.00	800.00	72.55	4,102.82	8,073.57	10,092.04	57	
North Attleborough	3	6,216.37	1,600.00	1,500.00	270.00	9.52	.....	2,370.32	3,846.05	38	
North Brookfield	3	4,110.04	1,600.00	.....	81.75	2.88	.....	1,084.63	3,025.41	51	
North Easton	3	2,660.48	1,200.00	.....	150.00	5.30	.....	1,706.36	2,409.69	42	
Northfield	3	6,657.09	1,100.00	.....	71.70	5.32	.....	1,277.22	1,392.26	45	
Norwood	3	6,653.32	1,400.00	.....	165.00	8.24	.....	1,148.44	1,419.25	48	
Orange	3	6,151.78	1,700.00	.....	232.50	6.80	.....	1,571.80	4,601.52	28	
Palmers	3	8,961.33	1,600.00	350.00	176.25	10.32	.....	2,042.57	3,028.76	40	
Pembury	3	5,961.11	1,900.00	300.00	262.50	27.92	.....	2,490.42	6,070.69	29	
Pittsfield	3	24,115.17	2,600.00	2,077.57	1,311.40	98.99	5,044.35	11,852.21	12,262.96	49	
Plymouth	2	9,253.15	2,100.00	600.00	280.00	.....	.....	2,980.00	6,273.15	32	
Provincetown	3	4,209.15	1,500.00	.....	165.00	5.08	.....	1,070.68	2,538.47	40	
Quincy	3	9,027.55	1,900.00	200.00	262.50	35.36	.....	2,307.86	6,629.69	27	
Randolph	3	3,402.42	1,400.00	.....	94.11	11.52	.....	1,605.63	1,896.79	44	
Reading	3	4,486.60	1,500.00	.....	106.92	13.92	.....	1,680.84	2,805.72	37	
Rockland	3	4,821.05	1,600.00	.....	195.45	7.12	.....	1,802.57	3,018.48	37	
Rockport	3	2,013.89	1,000.00	.....	78.05	4.48	.....	1,082.53	931.36	54	
Salem	2	31,001.87	2,800.00	3,500.00	2,200.00	257.36	10,440.83	19,258.18	11,743.69	62	
Sandwich	3	7,765.19	1,300.00	.....	126.22	5.04	.....	1,431.26	1,333.93	52	
Seaboard	3	3,974.29	1,500.00	.....	138.25	3.36	.....	1,041.61	2,932.68	41	
Southbridge	3	4,800.42	1,500.00	150.00	172.50	6.72	.....	1,820.22	2,471.20	43	
South Framingham	2	2,113.35	2,000.00	1,050.00	625.00	29.12	.....	3,704.12	5,067.23	42	
South Weymouth	3	2,113.07	800.00	.....	101.25	3.76	.....	1,004.47	1,108.60	48	
Springfield	3	6,683.98	1,800.00	.....	232.50	13.44	.....	2,045.94	4,638.04	31	
	1	101,111.09	3,300.00	10,311.78	3,133.00	593.80	15,531.75	32,870.33	68,240.67	33	In Government building

Stockbridge.....	3	2,068.84	1,400.00	.....	150.00	4.96	.....	1,503.96	1,494.98	51
Stoneham.....	3	6,961.17	1,700.00	.....	153.00	20.80	.....	1,572.80	4,077.37	31
Stoughton.....	3	3,006.93	1,700.00	.....	165.00	8.32	.....	1,573.32	2,082.61	44
Taunton.....	3	25,248.46	2,600.00	.....	1,530.00	171.76	8,086.06	15,438.42	9,810.04	61
Turner's Falls.....	3	4,347.53	1,600.00	.....	262.06	6.72	.....	1,808.80	2,538.73	43
Uxbridge.....	3	2,188.45	1,100.00	.....	111.00	3.60	.....	1,214.00	973.85	56
Wakefield.....	3	7,326.22	1,800.00	.....	273.00	25.84	.....	2,848.84	4,977.38	52
Walpole.....	3	3,321.61	1,400.00	.....	112.50	5.28	.....	1,517.78	1,803.83	46
Walworth.....	2	17,713.90	2,500.00	.....	1,362.00	107.80	5,510.05	10,809.36	6,814.54	62
Ware.....	3	6,211.76	1,800.00	.....	232.50	11.12	.....	2,043.62	4,168.14	33
Warren.....	3	3,718.88	1,300.00	.....	165.00	4.88	.....	1,688.88	2,040.00	45
Watertown.....	3	6,104.09	1,700.00	.....	251.25	21.51	.....	1,978.09	3,131.00	39
Webster.....	3	6,274.31	1,700.00	.....	251.25	11.76	.....	2,262.96	4,011.35	36
Wellesley.....	3	4,996.59	1,600.00	.....	178.59	28.64	.....	1,907.23	3,089.36	38
Westborough.....	3	7,551.24	1,800.00	.....	270.00	14.74	.....	2,084.74	5,466.50	28
Westfield.....	3	21,493.25	2,500.00	.....	880.00	42.00	.....	4,922.00	16,571.25	23
West Gardiner.....	3	3,735.21	1,400.00	.....	165.00	6.48	.....	1,571.48	2,163.73	42
West Newford.....	3	1,241.58	550.00	.....	62.00	6.96	.....	618.96	622.62	49
West Newton.....	3	5,600.94	1,700.00	.....	251.25	36.64	.....	1,987.89	3,612.15	35
West Quincy.....	3	1,146.52	546.30	.....	73.74	3.12	.....	623.06	523.46	54
Weymouth.....	3	3,146.42	1,300.00	.....	118.72	10.72	.....	1,428.94	1,717.48	45
Whitinsville.....	3	2,945.23	1,200.00	.....	112.50	5.88	.....	1,316.18	1,627.05	45
Whitman.....	3	3,759.05	1,400.00	.....	149.25	3.76	.....	1,553.01	2,206.04	41
Williamstown.....	3	4,504.87	1,500.00	.....	93.40	10.08	.....	1,603.48	2,901.39	36
Winchendon.....	3	5,629.78	1,700.00	.....	153.00	5.82	.....	2,108.92	3,520.86	36
Winchester.....	3	13,252.17	1,630.00	.....	232.50	30.80	.....	1,893.30	11,358.87	14
Woburn.....	2	11,092.40	2,200.00	.....	650.00	55.82	2,281.29	5,774.61	5,317.79	52
Worcester.....	1	119,106.53	3,300.00	.....	15,042.75	1,039.96	21,833.25	45,075.96	74,024.57	38
Total.....		3,312,911.55	211,248.90	445,399.91	69,678.65	24,497.73	594,477.71	1,375,302.90	1,937,608.65	42
MICHIGAN.										
Adrian.....	2	14,271.20	2,400.00	.....	640.00	145.76	4,831.47	11,075.90	3,195.30	77
Albion.....	2	10,684.56	2,000.00	.....	378.15	6.04	.....	3,184.48	7,510.10	30
Allegan.....	3	5,634.97	1,700.00	.....	251.25	4.08	.....	2,155.33	3,381.64	39
Alma.....	3	3,046.39	1,400.00	.....	142.10	2.56	.....	1,544.66	1,501.73	41
Alexia.....	3	8,653.52	2,000.00	.....	490.25	461.32	.....	3,951.57	4,731.95	65
Ann Arbor.....	3	22,503.14	2,600.00	.....	1,550.00	85.33	5,330.87	13,236.62	9,266.52	59
An Sable.....	3	116.20	38.46	.....	.....	16	.....	38.62	77.58	33
Beaumont.....	3	979.00	546.20	.....	73.74	.....	.....	620.18	358.82	33
Battle Creek.....	2	28,063.56	2,600.00	.....	3,000.00	1.51	6,624.38	13,555.92	14,507.64	63
Bay City.....	2	24,006.16	2,600.00	.....	756.00	80.37	8,744.70	15,475.07	8,530.09	48
Benton Harbor.....	3	6,031.88	1,700.00	.....	232.60	4.40	.....	2,137.00	3,894.88	60
Berrien Springs.....	3	1,987.99	1,500.00	.....	127.50	.....	.....	1,638.14	339.85	83
Bessemer.....	3	3,714.26	1,600.00	.....	210.00	48	.....	1,810.48	1,903.78	49
Big Rapids.....	2	9,580.23	2,100.00	.....	632.74	383.63	.....	4,115.77	5,464.46	40
Bohannon.....	3	3,584.16	1,500.00	.....	172.50	8.20	.....	1,675.70	4,303.19	48
Cadillac.....	3	6,776.79	1,800.00	.....	270.00	3.60	.....	2,473.60	4,303.19	36
Calumet.....	3	4,576.09	1,500.00	.....	137.50	1.44	.....	1,623.94	2,947.15	36
Caro.....	3	3,580.19	1,400.00	.....	156.00	2.73	.....	1,567.72	2,012.47	44

Presidential from January 1, 1889.

Presidential from December 15, 1888.

Special agent in charge February 29 to March 31, 1889.

Presidential from June 17, 1889.

Presidential from December 15, 1888.

Delinquent first quarter, 1889.

No. 10.--Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889--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.
MICHIGAN--continued.											
Cassopolis.....	3	\$2,390.46	\$1,100.00		\$76.10	\$1.04		\$1,177.14	\$1,222.32	49	
Charlevoix.....	3	2,360.06	1,100.00		111.00	1.04		1,212.04	1,157.02	51	
Charlotte.....	3	8,420.38	2,000.00	\$1,200.00	478.91	5.28		3,684.19	4,736.19	44	
Cheboygan.....	3	5,610.33	1,800.00		225.00	4.48		2,039.48	3,580.85	36	
Chelsea.....	3	3,390.14	1,000.00		111.00	6.64		1,211.64	1,178.50	51	
Coldwater.....	3	10,932.67	2,200.00	1,400.00	885.00	11.04		4,408.04	6,438.93	41	
Constantine.....	3	2,324.08	1,200.00		144.00	1.96		1,441.96	1,182.12	52	
Corunna.....	3	3,251.88	1,100.00	38.00	71.00	1.92		1,210.92	1,140.96	51	
Crossville.....	3	1,498.16	1,100.00		81.85	1.40		1,182.25	1,315.91	62	
Deer Isle.....	3	2,431.85	1,200.00		90.00	1.04		1,290.04	1,141.81	53	
Detroit.....	1	370,871.57	3,800.00	46,803.30		1,405.31	\$71,108.19	125,506.10	247,364.57	33	In Government building.
Dowagiac.....	3	4,512.03	1,000.00		155.00	2.72		1,158.71	2,153.29	39	
East Saginaw.....	3	41,838.93	2,000.00	3,500.00	1,540.00	120.53	9,082.60	17,136.13	24,682.80	40	
East Tawas.....	3	2,325.97	900.50		111.00	1.30		1,116.61	1,209.36	44	
Easton Rapids.....	3	4,076.96	1,500.00	100.00	150.00	2.80		1,781.44	2,295.52	43	
Escanaba.....	3	9,199.08	2,000.00	637.50	270.00	6.07		2,913.57	6,285.51	52	
Exeter.....	3	1,977.66	1,300.00		98.10	1.52		1,300.62	1,677.04	49	
Farwell.....	3	3,719.99	1,500.00		136.50	2.00		1,640.10	2,079.89	44	
Flint.....	2	15,613.00	2,400.00	1,800.00	920.00	1.95		9,580.86	6,027.04	61	
Fort Gratiot.....	3	2,587.23	1,100.00		111.00	1.30	4,391.91	1,212.20	1,378.03	47	
Fort Laramie.....	3	300.65	208.79			.24		209.03	181.92	54	Presidential from April 16, 1889.
Fremont.....	3	2,109.11	1,000.00		101.35	1.68		1,102.13	1,006.98	51	
Grand Haven.....	3	5,639.53	1,700.00	400.00	251.25	4.88		2,366.13	3,273.40	42	
Grand Rapids.....	3	112,708.01	3,300.00	13,529.96		419.03	22,896.12	40,105.13	72,602.88	35	
Grayling.....	3	6,638.69	1,800.00	300.00	270.00	3.92		1,106.01	1,004.00	51	In Government building.
Greenville.....	3	6,414.82	1,800.00	200.00	270.00	3.60		2,273.92	4,364.17	34	Presidential from May 27, 1889.
Hancock.....	3	1,041.71	1,100.00		101.25	3.60		2,273.60	4,171.22	30	
Hart.....	3	114.07	82.42					1,201.23	760.51	61	
Hartford.....	3	4,076.76	1,000.00	500.00	206.35	4.08		82.42	325.25	72	Presidential from June 1, 1889.
Hastings.....	3	10,188.04	2,200.00	1,241.30	483.60	12.88		2,310.43	2,368.33	49	
Hillside.....	3	4,890.39	1,600.00	162.00	193.75	3.12		3,937.77	6,250.27	39	
Holland.....	3	4,132.71	1,000.00		100.00	2.16		1,960.87	2,929.52	40	
Holly.....	3	4,132.71	1,000.00		100.00	2.16		1,702.16	2,431.55	41	
Homer.....	3	4,276.97	1,600.00	300.00	93.75	3.52		1,293.75	683.90	65	
Houghton.....	3	4,404.88	1,600.00	175.00	172.60	3.68		1,851.02	2,425.95	43	
Howell.....	3	4,404.88	1,600.00	150.00	150.00	3.68		1,903.68	2,501.20	42	
Hudson.....	3	4,062.66	1,600.00	400.00	150.00	2.72		2,182.72	2,507.34	46	
Imley City.....	3	2,472.18	1,300.00		104.50			1,404.50	1,067.68	57	
Ionia.....	3	10,053.51	2,100.00	1,100.00	852.50	10.80		4,153.30	5,900.21	41	
Iron Mountain.....	3	6,364.13	1,900.00		272.00	3.68		2,173.68	4,210.45	34	
Iron River.....	3	1,813.46	1,100.00		85.50	.40		1,185.00	6,027.56	65	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889—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.
<b>MICHIGAN—Continued.</b>											
Republico.....	3	\$2,271.72	\$1,100.00	.....	\$111.00	\$0.40	.....	\$1,211.40	\$1,060.32	53	
Romco.....	3	3,601.55	1,400.00	.....	106.50	1.76	.....	1,508.26	2,093.29	41	
Saginaw.....	2	13,946.76	2,300.00	.....	524.97	42.39	\$5,440.25	9,316.61	5,630.15	62	
St. Clair.....	2	3,415.55	1,400.00	200.00	163.00	2.48	.....	1,707.48	1,648.07	52	
St. Ignace.....	3	3,816.72	1,500.00	400.00	172.60	3.38	.....	2,075.78	1,740.94	54	
St. John's.....	3	6,101.22	1,700.00	400.00	225.60	3.36	.....	2,328.36	3,772.86	38	
St. Joseph.....	3	4,947.69	1,700.00	.....	168.00	.....	.....	1,868.76	3,078.93	38	
St. Louis.....	3	3,879.45	1,500.00	400.00	141.74	2.88	.....	2,044.62	1,834.83	53	
Sanit de Ste. Marie.....	3	7,780.04	1,800.00	549.36	251.42	2.64	.....	2,603.32	5,176.72	33	
South Haven.....	3	2,991.63	1,300.00	.....	61.15	1.52	.....	1,362.67	1,628.96	46	
Stanton.....	3	3,486.86	1,500.00	.....	161.25	2.48	.....	1,663.73	1,823.13	48	
Sturgis.....	3	4,100.78	1,600.00	162.00	78.75	3.20	.....	1,843.93	2,256.85	45	
Teumseh.....	3	4,472.64	1,600.00	.....	191.25	2.56	.....	1,793.81	2,678.83	40	
Three Oaks.....	3	2,658.91	1,100.00	.....	110.25	2.24	.....	1,210.49	1,448.42	40	
Three Rivers.....	3	6,750.89	1,800.00	.....	200.25	4.32	.....	2,104.57	4,646.32	31	
Traverse City.....	3	9,695.89	1,800.00	500.00	245.00	2.88	.....	2,518.78	7,177.11	26	
Union City.....	3	2,389.07	1,200.00	.....	129.00	.....	.....	1,346.88	1,042.19	56	
Vassar.....	3	2,789.03	1,300.00	.....	144.00	8.88	.....	1,640.08	1,148.95	59	
West Bay City.....	3	7,174.45	1,800.00	500.00	270.00	2.08	.....	2,581.44	4,593.01	36	
Whitehall.....	3	2,439.57	1,200.00	.....	137.50	1.20	.....	1,328.70	1,110.87	54	
Williamston.....	3	2,417.66	1,100.00	.....	90.00	.....	.....	1,193.00	1,224.66	49	
Wyandotte.....	3	148.18	74.18	.....	.....	.....	.....	74.18	74.00	50	Presidential from June 4, 1889.
Xpilandt.....	2	10,944.36	2,200.00	1,300.00	390.00	13.92	.....	3,903.92	7,040.44	36	
Total.....	.....	1,311,907.69	205,921.59	122,235.67	35,016.21	3,786.66	178,616.54	545,676.97	766,230.62	42	
<b>MINNESOTA.</b>											
Ada.....	3	2,325.35	1,075.82	.....	98.50	.....	.....	1,174.32	1,151.03	51	
Albert Lea.....	3	6,971.74	1,800.00	250.00	270.00	3.20	.....	2,323.20	3,750.54	38	
Alexandria.....	3	3,301.83	1,400.00	100.00	101.25	1.36	.....	1,691.61	1,710.22	49	
Anoka.....	3	4,016.88	1,600.00	300.00	300.00	6.16	.....	2,006.56	2,010.32	41	
Austin.....	2	5,831.08	1,800.00	300.00	270.00	6.00	.....	2,576.00	3,255.08	40	
Blue Earth City.....	3	2,924.11	1,100.00	150.00	111.00	8.83	.....	1,391.88	1,142.23	54	
Brownland.....	3	8,538.57	1,800.00	400.00	270.00	4.61	.....	2,471.64	6,066.93	29	
Buffield.....	3	2,063.62	1,100.00	.....	68.00	.....	.....	1,196.43	894.19	58	
Cloquet.....	3	2,103.73	897.07	.....	164.38	.....	.....	811.01	1,102.12	43	
Crookston.....	3	6,570.49	1,800.00	500.00	270.00	6.10	.....	2,276.48	4,294.01	35	
Detroit City.....	3	2,568.15	1,100.00	73.07	111.00	6.48	.....	1,260.07	1,221.18	51	Presidential from October 7, 1889.
Duluth.....	1	42,840.82	3,600.00	6,001.40	1,450.00	122.74	11,006.42	21,610.56	20,730.26	51	

Presidential from August 12, 1888.

In Government building.

Presidential from December 1, 1888.

Presidential from November 19, 1888.

Fairmont.....	3	2,302.97	1,100.00	200.00	111.00	48	1,411.48	951.40	60
Fairbault.....	3	10,044.64	2,200.00	1,200.00	687.50	14.88	4,102.38	5,942.26	41
Fergus Falls.....	3	3,318.97	1,400.00	300.00	270.00	7.52	2,477.52	4,841.45	34
Glencoe.....	3	3,329.80	1,400.00	180.00	123.75	1.04	1,701.79	1,621.01	51
Granite Falls.....	3	2,446.51	1,100.00	100.00	111.00	.56	1,311.96	1,134.55	54
Hastings.....	3	4,496.00	200.00	200.00	210.00	6.00	2,016.00	2,520.00	44
Hutchinson.....	3	1,855.87	1,000.00	1,000.00	101.25	1.12	988.24	880.62	53
Lake City.....	3	1,877.80	1,000.00	1,000.00	203.45	3.00	1,807.55	2,709.12	40
Le Sueur.....	3	2,698.18	1,500.00	1,000.00	127.50	1.52	1,479.02	1,059.14	38
Litchfield.....	3	3,559.18	1,500.00	1,000.00	192.00	3.00	1,784.10	1,775.08	50
Little Falls.....	3	3,102.24	1,200.00	200.00	144.00	2.24	1,520.74	1,632.50	48
Lverne.....	3	3,198.70	1,300.00	1,000.00	127.00	1.84	1,445.81	1,752.86	45
Marquette.....	3	14,140.68	2,400.00	1,500.00	1,191.00	27.52	2,972.61	8,091.13	57
Marshall.....	3	2,545.60	1,200.00	1,500.00	1,227.50	1.08	1,470.18	1,060.48	58
Minneapolis.....	3	2,967.87	3,700.00	34,945.16	7,022.23	1,706.76	60,382.40	108,366.69	37
Monticello.....	3	2,800.10	1,200.00	1,000.00	144.00	1.28	1,445.28	1,401.02	53
Moorehead.....	3	4,814.33	1,600.00	200.00	210.00	3.28	2,013.28	2,801.05	42
Morris.....	3	3,839.71	1,600.00	100.00	153.25	1.04	1,634.29	1,310.62	56
New Ulm.....	3	6,575.97	1,700.00	200.00	172.60	3.12	1,075.62	2,164.09	44
Northfield.....	3	5,878.53	1,200.00	100.00	180.00	3.60	2,092.60	4,531.67	92
Owatonna.....	3	2,898.03	1,200.00	200.00	251.55	3.52	2,154.69	3,731.64	37
Pipe Stone.....	3	2,080.50	1,000.00	100.00	127.50	.72	1,637.94	1,870.00	53
Prairie Lake.....	3	6,543.02	2,200.00	1,100.00	83.75	.96	1,184.71	1,805.88	57
Red Wing.....	3	2,668.50	1,200.00	1,500.00	1,105.00	6.00	5,403.40	4,050.52	58
Redwood Falls.....	3	9,974.88	2,200.00	400.00	980.00	6.88	4,086.58	5,888.00	41
Roseau.....	3	2,275.53	1,100.00	90.00	111.00	.96	1,201.96	973.56	57
St. Charles.....	3	11,150.50	2,200.00	1,210.00	650.00	13.60	102,227.69	194,033.50	35
St. Cloud.....	3	290,290.20	3,700.00	36,131.49	950.00	1,330.14	60,845.40	102,227.69	35
St. Paul.....	3	2,587.00	1,000.00	300.00	103.25	4.10	2,093.30	2,520.35	45
St. Peter.....	3	2,802.55	1,000.00	250.00	210.00	3.40	2,418.84	1,820.58	63
Sauk Center.....	3	2,235.62	1,100.00	200.00	111.00	4.34	7,230.76	1,110.53	54
Shakopee.....	3	2,431.49	1,200.00	100.00	144.00	.60	1,344.72	1,100.70	58
Sleepy Eye.....	3	2,643.48	1,200.00	200.00	1,574.50	18.07	5,439.70	1,330.81	90
Spring Valley.....	3	12,793.77	2,500.00	2,200.00	1,065.00	1.50	1,565.80	1,227.64	62
Streator.....	3	2,027.80	1,200.00	200.00	150.00	3.12	1,251.20	1,357.10	57
Tower.....	3	2,418.84	1,200.00	200.00	105.00	1.50	1,298.90	960.39	67
Tracy.....	3	2,418.84	1,200.00	200.00	150.00	1.50	1,251.20	1,357.10	57
Wadena.....	3	2,905.99	1,400.00	100.00	98.50	1.12	1,778.80	1,670.12	47
Warren.....	3	2,202.47	1,200.00	100.00	78.57	1.12	1,301.53	620.72	67
Waseca.....	3	3,558.85	1,000.00	100.00	137.50	1.38	1,704.91	704.91	61
Wells.....	3	1,752.47	1,000.00	200.00	103.25	.08	905.62	488.01	65
Willmar.....	3	3,472.47	1,400.00	200.00	165.00	2.60	1,704.56	1,051.75	65
Winnebago City.....	3	1,301.23	978.53	335.00	91.25	.80	14,336.00	7,651.75	65
Winona.....	2	21,865.41	2,000.00	2,802.96	191.00	47.82	6,867.98	1,634.13	60
Worthington.....	3	3,277.05	1,400.00	75.00	116.25	2.88	1,259.57	1,632.92	60
Zumbrota.....	3	1,758.27	1,000.00	150.00	89.25	.32	530.364.82	538.70	60
Total.....	.....	892,938.50	91,141.11	94,851.90	34,901.70	3,403.90	302,573.74	530,364.82	40

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
<b>MISSISSIPPI.</b>											
Aberdeen	3	\$4, 191.19	\$1, 600.00	\$250.00	.....	\$3.07	.....	\$1, 855.07	\$2, 336.02	44	In Government building. Presidential from May 21, 1889.
Biloxi	3	977.61	1, 08.70	.....	\$9.67	2.88	.....	1, 121.34	108.35	53	
Brockhaven	3	2, 474.51	1, 200.00	200.00	97.50	5.37	.....	1, 471.64	1, 471.64	51	
Canton	3	5, 481.15	1, 400.00	200.00	161.25	5.20	.....	1, 766.45	1, 714.70	51	
Columbus	3	6, 922.08	1, 800.00	500.00	100.85	10.94	.....	2, 410.99	4, 511.09	35	
Cornith	3	3, 608.88	1, 500.00	300.00	110.60	1.44	.....	1, 711.44	1, 897.44	57	
Crestview	3	3, 975.63	1, 223.90	.....	.....	16	.....	1, 134.00	1, 151.79	45	Presidential from May 21, 1889.
Greenville	3	9, 955.57	1, 900.00	290.20	270.00	9.76	.....	2, 475.90	6, 579.67	27	
Greenville	3	3, 241.12	1, 400.00	250.00	151.79	1.76	.....	1, 803.53	1, 437.58	56	
Hazlehurst	3	2, 463.08	1, 100.00	.....	105.00	8.00	.....	1, 305.80	1, 157.28	49	
Holly Springs	3	3, 678.97	1, 400.00	200.00	161.25	3.92	.....	1, 835.17	1, 843.80	51	
Jackson	3	16, 873.10	2, 200.00	1, 800.43	105.00	36.57	\$3, 132.52	7, 046.52	3, 834.54	65	In Government building.
Kosciusko	3	2, 560.58	1, 100.00	400.00	105.00	1.62	.....	1, 646.12	1, 914.46	68	
Macon	3	2, 122.69	1, 200.00	1, 500.00	535.00	1.64	.....	2, 201.94	1, 520.74	44	
Meridian	3	13, 529.69	2, 200.00	1, 500.00	525.00	317.19	3, 394.71	5, 942.70	5, 093.79	61	
Natchez	3	11, 535.28	2, 200.00	1, 100.00	525.00	36.36	2, 018.01	6, 879.37	5, 655.91	51	
Oakland	3	2, 607.81	1, 100.00	1, 100.00	95.60	.....	.....	1, 565.60	1, 512.24	56	
Oxford	3	3, 608.12	1, 800.00	200.00	.....	2.56	.....	1, 562.56	1, 965.56	59	
Pass Christian	3	9, 101.57	1, 822.42	.....	.....	2.50	.....	1, 822.40	7, 279.17	61	Do.
Port Gibson	3	2, 518.76	1, 200.00	.....	100.00	1.76	.....	1, 362.76	1, 215.99	53	Presidential from June 1, 1889.
Starkville	3	2, 789.48	1, 200.00	80.50	100.75	1.76	.....	1, 393.10	1, 394.38	59	
Vicksburg	3	19, 738.96	2, 800.00	3, 000.00	1, 227.45	617.75	4, 329.61	11, 674.76	8, 064.20	59	
Water Valley	3	2, 599.90	1, 200.00	.....	98.35	1.44	.....	1, 297.11	1, 302.79	50	
Wesson	3	2, 464.50	1, 100.00	.....	.....	.....	.....	1, 195.10	1, 269.40	48	
West Point	3	3, 452.62	1, 600.00	300.00	168.75	5.66	.....	1, 974.31	1, 508.31	57	
Winona	3	3, 195.30	1, 200.00	180.00	123.75	46.61	.....	1, 536.36	1, 644.94	49	
Yazoo City	3	4, 802.18	1, 600.00	300.00	179.75	14.08	.....	2, 003.83	2, 708.35	41	
Total	.....	127, 500.12	36, 315.11	11, 056.22	4, 613.66	1, 127.64	12, 874.85	65, 987.48	61, 512.64	52	
<b>MISSOURI.</b>											
Albany	3	163.06	82.42	27.73	.....	24	.....	110.39	52.69	68	Presidential from January 1, 1889.
Appleton City	3	2, 129.79	1, 100.00	100.00	65.01	2.08	.....	1, 297.09	823.70	61	
Bethany	3	3, 642.83	1, 200.00	200.00	120.00	.....	.....	1, 620.96	1, 121.87	58	
Bolivar	3	2, 246.42	1, 100.00	199.98	105.00	3.20	.....	1, 408.18	838.24	62	
Boonville	3	4, 486.99	1, 700.00	456.00	167.50	3.60	.....	2, 311.10	3, 175.89	42	
Bowling Green	3	2, 587.77	1, 200.00	150.00	81.15	1.84	.....	1, 432.90	1, 154.78	55	
Brookfield	3	4, 862.56	1, 600.00	.....	106.60	2.72	.....	1, 712.28	3, 150.28	35	
Brunswick	3	2, 692.63	1, 200.00	100.00	120.00	1.28	.....	1, 421.26	1, 271.37	56	
Butler	3	5, 642.07	1, 025.00	100.99	199.70	3.04	.....	2, 037.73	3, 604.34	50	



California.....	2,883.19	1,200.00	150.00	71.50	1.98	1,432.43	1,180.67	55
Canonon.....	4,347.31	1,000.00	100.00	157.70	2.44	2,637.17	43	
Canton.....	2,576.06	1,000.00	90.00	87.75	1.44	1,910.14	51	
Cape Girardeau.....	4,067.61	1,500.00	1,500.00	184.93	2.51	1,476.19	51	
Carrollton.....	6,504.67	2,300.00	250.00	231.25	2.76	3,002.46	41	
Charlotte.....	11,078.36	2,300.00	1,800.00	302.72	1.35	2,202.01	53	
Chillicothe.....	2,430.98	1,100.00	400.00	102.15	1.35	6,233.81	49	
Chillicothe.....	7,732.50	1,900.00	400.00	209.10	11.04	1,228.34	33	
Cincinnati.....	2,434.16	1,100.00	400.00	108.76	1.04	5,153.06	50	
Columbia.....	7,437.87	1,723.83	477.26	235.03	9.38	1,209.79	33	
De Soto.....	9,181.05	2,000.00	1,000.00	460.00	5.12	3,465.13	38	
Edina.....	3,455.70	1,400.00	100.00	121.25	1.90	6,695.93	43	
Fayette.....	2,608.21	1,200.00	76.00	157.67	1.76	1,649.72	51	
Fulton.....	3,384.98	1,500.00	100.00	204.25	3.00	1,735.26	51	
Gallatin.....	4,688.33	1,600.00	200.00	94.00	1.68	2,780.08	41	
Glasgow.....	2,980.50	1,200.00	200.00	131.00	1.68	1,497.68	51	
Hamilton.....	2,832.91	1,300.00	100.00	138.50	1.40	1,432.84	50	
Hannibal.....	2,680.04	1,300.00	2,383.70	194.82	47.73	1,402.82	51	
Harrisonville.....	16,300.32	2,400.00	165.00	184.82	4.16	1,141.14	57	
Higginsville.....	3,306.93	1,400.00	123.75	165.00	2.10	10,278.02	63	
Holt.....	2,984.30	1,200.00	150.00	123.75	4.00	1,569.00	47	
Huntsville.....	4,205.12	1,600.00	200.00	101.25	5.68	1,475.91	49	
Independence.....	3,017.31	1,000.00	99.99	34.25	2.28	1,539.93	44	
Jefferson City.....	12,407.47	2,300.00	712.50	205.30	151.45	3,069.25	35	
Joplin.....	6,005.50	1,700.00	1,664.82	172.50	42.37	8,025.85	35	
Kaloka.....	1,942.42	1,100.00	200.00	225.00	8.80	4,381.69	32	
Kansas City.....	389,095.28	3,453.33	58,452.24	63.00	2,280.59	1,275.50	66	
Kirksville.....	2,820.54	1,700.00	200.00	312.00	4.48	268,427.70	31	
Kirkwood.....	2,626.04	1,100.00	78.50	184.17	3.76	2,088.65	36	
Lamar.....	5,137.63	1,700.00	500.00	217.60	4.56	1,177.98	45	
Lebanon.....	2,982.40	1,400.00	500.00	73.50	1.40	2,422.06	47	
Lexington.....	6,010.72	1,700.00	200.00	150.55	5.36	2,032.15	69	
Liberty.....	3,457.63	1,400.00	500.00	175.00	1.64	2,086.36	35	
Louisiana.....	9,911.42	1,900.00	200.00	165.00	4.64	1,768.84	51	
Macon City.....	6,338.21	1,700.00	200.00	244.50	4.72	1,652.28	35	
Marshall.....	6,410.43	1,700.00	500.00	247.50	3.52	2,453.22	39	
Maryville.....	6,441.09	1,800.00	300.00	45.00	2.52	2,158.53	34	
Memphis.....	2,895.50	1,300.00	200.00	270.00	8.48	4,761.90	35	
Meriden.....	7,915.37	1,300.00	150.00	105.60	7.44	1,537.30	56	
Monroe.....	5,446.93	2,500.00	300.00	232.50	11.52	2,389.64	32	
Monroe City.....	188.35	1,000.00	8.34	350.00	11.52	4,978.71	40	
Monterey City.....	2,683.07	1,200.00	127.50	137.50	2.68	3,101.48	73	
Montgomery City.....	2,854.17	1,200.00	140.00	116.25	1.84	1,320.49	51	
Neosho.....	3,568.06	1,400.00	200.00	134.63	3.44	1,438.99	51	
Nevada.....	10,000.49	2,000.00	900.00	452.25	11.12	1,723.99	49	
Palmyra.....	3,016.52	1,300.00	144.00	144.00	3.00	3,443.87	34	
Paris.....	2,742.61	1,200.00	100.00	82.40	2.24	1,444.64	47	
Pierce City.....	4,662.89	1,600.00	300.00	23.85	2.45	1,367.37	50	
Plattsburgh.....	3,716.09	1,800.00	78.00	112.50	2.66	1,925.83	47	
Pleasant Hill.....	8,234.28	1,400.00	150.00	78.75	3.82	1,491.00	55	
Poplar Bluff.....	3,417.47	1,900.00	142.85	162.85	2.16	1,632.67	51	

Do.

Do.

In Government building.

Presidential from January 1, 1890.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
MISSOURI—continued.											
Princeton	3	25,084.86	\$1,600.00	\$700.00	\$97.50	\$0.64	.....	\$1,388.14	\$986.72	67	
Rich Hill	3	4,682.83	1,600.00	200.00	194.15	3.44	.....	1,097.59	2,685.24	43	
Richmond	3	3,740.31	1,400.00	140.00	30.60	1.68	.....	1,887.58	1,761.93	47	
Rolla	3	2,726.09	1,300.00	250.00	149.00	2.48	.....	1,691.48	1,034.11	62	
St. Charles	3	6,140.55	1,700.00	50.00	230.05	9.35	.....	1,980.41	4,160.34	32	
St. Joseph	3	19,918.00	3,300.00	15,500.00	1,400.00	306.30	\$14,198.42	32,074.72	67,808.74	33	
St. Louis	1	1,044,571.36	6,000.00	184,455.67	2,275.15	7,430.88	208,178.82	408,837.92	595,138.64	41	In Government building; \$3,470.77 for mail bags.
Savannah	3	1,940.13	507.23	.....	1.20	1.20	.....	508.42	517.71	40	Presidential, January 15, 1889.
Sedalia	2	20,337.40	2,500.00	700.00	555.00	49.12	7,414.20	13,218.41	7,379.05	64	
Shelton	3	2,658.50	1,200.00	100.00	157.50	1.76	.....	1,420.26	1,179.24	56	
Slater	3	2,062.39	1,400.00	100.00	17.50	1.41	.....	1,506.44	1,335.95	54	
Springfield	2	27,826.57	2,600.00	4,180.00	1,050.00	43.68	5,193.79	13,366.47	14,460.10	48	
Staubert	3	3,107.41	1,500.00	100.00	135.00	1.68	.....	1,736.68	1,470.73	50	
Sweet Springs	3	2,415.54	1,200.00	.....	61.65	2.16	.....	1,296.81	1,148.73	52	
Trenton	3	2,477.99	1,500.00	200.00	251.25	4.50	.....	2,255.81	3,222.18	41	
Troy	3	2,276.17	1,200.00	.....	115.50	1.48	.....	1,315.98	960.19	58	
Unionville	3	1,757.78	800.55	90.00	87.50	1.34	.....	1,058.40	699.38	60	
Warrensburg	3	5,867.20	1,700.00	224.00	20.00	4.72	.....	2,049.32	3,837.88	35	
Washington	3	2,637.09	1,200.00	250.00	116.25	2.64	.....	1,568.80	1,068.71	59	
West Plains	3	3,297.08	1,300.00	400.00	144.00	2.48	.....	1,846.48	1,450.60	56	
Windsor	3	2,277.39	1,100.00	100.00	50.25	1.20	.....	1,251.45	1,025.94	55	
Total	.....	1,876,970.11	127,492.25	284,271.82	17,004.06	10,647.36	297,797.10	737,212.26	1,139,757.82	39	
MONTANA.											
Anaconda	3	7,070.59	1,600.00	.....	.....	2.08	.....	1,602.08	5,398.51	23	
Billings	3	4,030.69	1,500.00	400.00	172.50	1.84	.....	2,074.34	1,905.35	51	
Bozeman	3	6,222.38	1,700.00	600.00	251.25	6.56	.....	2,557.81	3,664.57	41	
Butte City	2	28,222.45	2,000.00	4,181.11	165.00	16.00	.....	6,797.11	21,425.34	24	
Deer Lodge City	3	4,020.71	1,400.00	.....	165.00	.....	.....	1,565.00	2,455.71	30	
Dillon	3	4,258.65	1,500.00	360.00	172.50	5.36	.....	1,977.83	2,280.79	46	
Fort Benton	3	2,735.54	1,300.00	100.00	144.00	.....	.....	1,644.00	1,191.54	56	
Great Falls	3	485.79	149.45	.....	.....	96	.....	150.41	335.38	31	
Helena	2	37,864.10	2,700.00	5,099.46	1,018.42	24.61	4,256.31	14,508.80	23,365.30	38	Presidential from May 28, 1889.
Livingston	3	197.83	1,500.00	.....	150.00	3.28	.....	2,162.32	3,035.21	43	
Marquette	3	2,452.12	1,300.00	8.34	144.00	1.16	.....	1,462.40	8,090.73	50	
Missoula	3	3,864.48	1,900.00	500.00	210.00	1.04	.....	2,311.64	1,672.44	58	
Missoula	3	7,546.00	1,700.00	600.00	235.25	5.52	.....	2,441.77	5,104.23	32	
Phillipsburgh	3	7,490.60	201.10	.....	28.49	32	.....	230.91	5,260.60	47	Presidential from May 1, 1889.



No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
NEBRASKA—cont'd.											
Nelson.....	3	\$2,172.57	\$1,100.00	.....	\$100.00	\$0.64	.....	\$1,200.04	\$962.93	44	
North.....	3	6,064.93	1,700.00	\$150.00	231.25	8.56	.....	2,109.81	3,955.12	35	
North Bend.....	3	1,937.71	1,100.00	62.50	111.00	1.48	.....	1,273.48	683.73	66	
North Platte.....	3	5,084.85	1,700.00	249.96	251.25	1.76	.....	2,702.97	2,881.98	43	
Oceola.....	3	124.33	8.42	.....	.....	.....	.....	8.42	41.91	66	
Ogallala.....	3	2,122.79	1,200.00	.....	114.85	.....	.....	1,314.85	897.94	62	
Omaha.....	1	223,135.74	3,500.00	28,070.61	583.44	\$31,930.07	.....	64,063.12	138,092.62	29	Presidential from June 1, 1889.
O'Neill.....	3	3,114.09	1,400.00	250.00	165.00	1.60	.....	1,815.00	1,299.99	59	In Government building.
Ord.....	3	2,913.45	1,300.00	150.00	76.50	.....	.....	1,528.10	1,415.35	52	
Orleans.....	3	2,001.55	1,200.00	150.00	90.00	.....	.....	1,549.00	1,032.55	60	
Pawnee City.....	3	4,103.27	1,500.00	.....	172.50	2.32	.....	1,074.82	2,428.45	41	
Plattsmouth.....	3	0,498.40	2,000.00	250.00	270.00	10.20	.....	2,530.20	3,958.20	39	
Plum Creek.....	3	3,656.66	1,500.00	300.00	127.50	1.64	.....	1,928.54	1,728.12	53	
Pocah.....	3	1,327.50	584.24	87.50	78.77	3.32	.....	750.83	576.76	57	Presidential from December 1, 1888.
Red Cloud.....	3	4,402.56	1,600.00	300.00	210.00	2.40	.....	2,112.40	2,350.16	47	
Rushville.....	3	1,727.84	750.00	.....	101.25	40	.....	851.65	876.10	49	
Schuyler.....	3	3,530.05	1,600.00	198.10	131.25	.....	.....	1,029.35	1,600.70	55	
Seward.....	3	4,567.39	1,000.00	200.00	210.00	2.96	.....	2,062.96	2,504.43	45	
Sidney.....	3	4,757.43	1,700.00	150.00	180.00	4.16	.....	2,034.16	2,723.27	43	
South Omaha.....	3	3,574.55	1,500.00	100.00	172.50	1.28	.....	1,773.78	1,800.77	50	
Stromsburg.....	3	15,844.70	1,800.00	400.00	295.50	10.88	.....	2,476.38	13,368.32	16	
Superior.....	3	2,844.90	1,100.00	20.00	106.75	.....	.....	1,226.75	1,618.15	43	
Sutton.....	3	3,625.53	1,300.00	150.00	144.00	1.92	.....	1,595.02	2,029.61	44	
Syracuse.....	3	2,556.33	1,300.00	.....	144.00	1.44	.....	1,445.44	1,109.89	57	
Tecumseh.....	3	2,338.59	1,100.00	.....	101.75	.....	.....	1,201.75	1,186.84	51	
Tekamah.....	3	3,981.49	1,500.00	200.00	137.50	1.52	.....	1,829.02	2,152.47	46	
Valentine.....	3	2,298.71	1,000.00	.....	108.75	.....	.....	1,100.47	1,060.24	50	
Wabeno.....	3	1,849.00	1,100.00	75.00	15.00	1.76	.....	1,191.76	657.93	64	
Wayne.....	3	4,303.32	1,600.00	300.00	206.25	4.00	.....	2,110.25	2,283.07	48	
Weeping Water.....	3	2,732.50	1,100.00	.....	82.50	1.60	.....	1,183.32	1,549.18	43	
West Point.....	3	3,235.22	1,400.00	.....	150.35	1.60	.....	1,500.95	1,674.27	48	
Wilber.....	3	3,030.85	1,300.00	300.00	144.00	1.92	.....	1,745.82	1,284.93	50	
Wynne.....	3	2,482.58	1,100.00	.....	111.00	88	.....	1,211.88	1,270.70	50	
Wynore.....	3	3,671.64	1,900.00	180.00	185.00	3.36	.....	1,718.36	1,953.28	47	
York.....	3	7,681.46	1,900.00	300.00	270.00	4.96	.....	2,474.96	5,206.50	32	
Total.....	.....	628,318.03	110,643.53	53,408.05	14,273.52	1,008.46	55,804.69	941,143.42	387,174.21	38	
NEVADA.											
Austin.....	3	1,787.93	1,000.00	250.00	101.25	.....	.....	1,351.25	406.68	77	
Carson City.....	3	6,305.32	1,700.00	700.00	225.00	7.44	.....	2,633.44	3,762.06	41	

Presidential from January 1, 1899.

In Government building.

Presidential from December 19, 1898.

In Government building.

Presidential, June 1, 1899.

Elko .....	3	2,374.90	1,100.00	243.00	111.00	40	1,454.49	990.50	61
Eureka .....	3	2,784.08	1,400.00	1,000.00	.....	2.48	2,402.48	381.00	89
Reno .....	3	7,983.19	1,800.00	800.00	275.00	4.08	2,978.08	5,004.02	37
Virginia City .....	3	4,322.50	2,000.00	1,000.00	451.00	8.00	3,450.00	4,972.00	41
Winemucca .....	3	2,288.18	1,100.00	200.00	111.00	1.96	1,412.36	875.82	62
Total .....	.....	32,016.10	10,200.00	4,133.00	1,274.25	23.76	15,091.01	16,325.09	49
NEW HAMPSHIRE.									
Andrim .....	3	2,500.29	1,200.00	.....	75.00	2.53	1,977.83	1,282.76	50
Bedford Falls .....	3	1,105.40	500.00	.....	50.50	0.04	1,610.14	400.26	53
Bristol .....	3	2,265.11	1,000.00	300.00	101.25	2.06	1,894.21	800.90	62
Clarendon .....	3	4,757.10	1,800.00	150.00	251.25	10.40	2,211.03	4,545.45	33
Concord .....	3	31,243.79	2,700.00	3,708.33	931.14	202.45	14,465.12	10,778.07	46
Dover .....	3	13,165.81	2,200.00	2,000.00	874.46	2.73	4,114.38	3,451.43	74
Dexter .....	3	9,935.30	1,800.00	270.00	270.00	20.88	1,860.88	4,574.42	34
Farlington .....	3	3,035.45	1,400.00	25.00	155.25	5.44	1,860.88	1,449.76	63
Franklin Falls .....	3	4,164.94	1,500.00	.....	172.50	6.04	1,072.14	2,453.80	40
Gorham .....	3	1,125.29	513.48	54.06	73.37	1.29	1,972.88	3,076.81	39
Great Falls .....	3	5,049.69	1,600.00	150.00	210.00	12.83	1,794.30	1,281.86	48
Haver .....	3	4,775.31	1,600.00	.....	75.00	2.30	1,177.00	6,840.49	52
Hinsdale .....	3	2,458.86	1,100.00	.....	270.00	10.32	2,180.32	4,932.09	30
Keene .....	3	14,159.01	2,400.00	1,500.00	600.00	4.30	1,600.40	1,694.35	59
Lake Village .....	3	3,173.75	1,400.00	.....	165.00	4.40	1,795.89	2,697.68	40
Laconia .....	3	4,483.57	1,600.00	.....	191.25	5.93	2,117.78	2,633.91	45
Lancaster .....	3	4,751.61	1,700.00	300.00	112.50	4.32	2,045.57	2,978.49	41
Lebanon .....	3	5,024.66	1,600.00	250.00	101.25	1.76	21,338.73	18,078.49	54
Manchester .....	3	39,418.22	2,000.00	3,996.47	1,619.83	200.38	1,103.01	897.30	56
Meredith Village .....	3	1,979.21	1,000.00	.....	119.25	3.76	1,018.20	3,184.83	43
Milford .....	3	3,803.60	1,500.00	2,000.00	1,180.60	91.53	12,188.17	8,099.02	60
Nashua .....	3	20,387.19	2,600.00	2,000.00	327.50	3.68	1,331.18	1,042.44	50
New Market .....	3	2,873.62	1,200.00	400.00	157.50	2.16	1,720.66	1,138.15	60
Newport .....	3	3,707.63	1,200.00	.....	118.50	4.24	1,322.79	1,448.19	48
Panama .....	3	3,611.82	1,400.00	.....	135.75	4.16	1,597.91	2,033.91	43
Pittsborough .....	3	8,897.82	1,200.00	150.00	105.00	3.28	1,468.28	1,409.54	51
Plymouth .....	3	1,108.46	1,500.00	.....	52.89	5.04	1,597.93	2,671.56	39
Portsmouth .....	3	10,385.05	2,400.00	2,000.00	.....	104.57	9,357.82	6,907.24	58
Rochester .....	3	9,609.19	1,700.00	400.00	130.00	15.04	2,235.04	3,894.15	37
Sanctuary .....	3	2,090.18	1,000.00	.....	101.25	2.83	1,194.13	1,983.03	53
Sturtevant .....	3	3,460.10	1,500.00	120.00	150.00	4.16	1,774.16	1,691.94	51
Thompson .....	3	2,396.64	1,100.00	100.00	103.50	6.08	1,369.58	1,031.06	55
Wolfeborough .....	3	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	237,661.23	53,042.48	10,423.86	9,181.24	761.92	118,979.06	118,982.17	50
NEW JERSEY.									
Arlington .....	3	151.24	90.66	.....	.....	16	90.62	90.42	60
Asbury Park .....	3	14,832.39	2,000.00	1,410.00	600.00	53.84	6,704.48	8,078.11	46
Atlantic City .....	3	24,207.89	2,000.00	3,085.00	1,100.00	294.28	12,045.03	11,562.26	52

No. 10. — Gross receipts, expenses, and net revenue at *Presidential* post-offices for the fiscal year ended June 30, 1889—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.
NEW JERSEY—Cont'd.											
Bayonne.....	3	\$1,976.74	\$375.00	\$75.00	\$17.50	\$4.32	\$1,140.58	\$1,652.40	\$234.24	84	Changed from "Bergen Point."
Belvidere.....	3	2,910.44	1,400.00	102.03	3.12	3.12	950.98	1,505.15	1,405.29	52	Changed to "Bayonne."
Bergen Point.....	3	3,802.74	1,155.00	115.00	9.52	9.52	950.98	2,425.50	1,377.24	64	
Beverly.....	3	2,434.65	1,100.00	96.92	64.50	9.52	950.98	1,200.04	1,234.61	49	
Bloomfield.....	3	3,692.06	1,300.00	121.50	6.88	10.56	950.98	1,438.38	2,253.68	35	
Boston.....	3	3,213.76	1,200.00	150.00	157.50	10.56	950.98	2,203.00	1,010.76	44	
Bridgetown.....	3	1,342.11	642.66	86.47	8.47	3.84	3,247.02	6,982.73	5,215.46	48	Presidential from December 1, 1888.
Brooklyn.....	3	12,198.19	2,300.00	300.00	813.75	21.96	3,247.02	2,546.32	3,556.95	57	
Burlington.....	2	8,103.27	1,900.00	270.00	16.32	16.32	17,164.05	26,137.72	14,270.76	65	
Camden.....	2	40,428.48	2,000.00	4,362.50	1,525.00	206.17	17,164.05	1,182.66	3,378.50	35	
Cape May.....	3	5,207.16	1,000.00	100.00	112.50	16.16	43	104.40	140.72	43	Presidential from May 24, 1889.
Clinton.....	3	233.12	104.40	200.00	240.00	7.84	5,538.41	2,147.84	3,702.04	37	
Dover.....	3	5,849.88	1,700.00	200.00	975.00	83.46	10,935.99	11,339.34	23,576.60	32	
East Orange.....	2	34,915.94	2,600.00	2,142.47	29.02	132.13	10,935.99	18,459.80	10,847.49	63	Presidential from December 1, 1888.
Edgewater.....	3	1,779.73	876.36	951.08	162.40	10.24	1,772.64	3,291.07	3,291.07	35	
Elizabeth.....	2	6,063.71	1,600.00	172.50	2.80	2.80	1,875.30	2,014.41	4,014.41	45	
Englewood.....	3	4,192.45	1,500.00	300.00	194.98	10.16	2,205.14	1,937.68	1,056.05	42	
Freehold.....	3	6,219.55	1,700.00	300.00	92.08	5.60	1,121.25	2,132.37	10,645.79	17	
GloUCESTER City.....	3	12,778.16	1,900.00	221.25	150.00	6.08	1,306.72	1,425.95	2,022.84	49	
Hackensack.....	3	3,928.92	1,500.00	102.50	116.25	3.04	1,319.29	1,750.48	7,076.71	43	
Hackettstown.....	3	2,732.67	1,200.00	112.50	112.50	5.28	7,888.48	13,900.69	8,189.14	63	
Haddonfield.....	3	3,669.77	1,400.00	116.25	116.25	7.76	50,814.02	66,294.98	53,577.46	55	In Government building.
Hammononton.....	3	1,584.49	1,200.00	944.20	105.23	625.93	50,814.02	66,294.98	53,577.46	55	
Hightstown.....	3	3,467.83	1,500.00	129.75	162.00	7.76	1,674.16	2,573.41	1,930.32	45	
Hoboken.....	3	3,467.83	1,500.00	129.75	162.00	7.76	1,674.16	2,573.41	1,930.32	45	
Jersey City.....	1	119,872.44	3,200.00	11,534.98	129.75	7.76	7,888.48	13,900.69	8,189.14	63	
Key Port.....	3	3,467.83	1,500.00	129.75	162.00	7.76	1,674.16	2,573.41	1,930.32	45	
Lakewood.....	3	4,247.57	1,500.00	200.00	96.00	5.16	1,901.16	2,637.16	4,630.86	34	
Lambertville.....	3	4,538.32	1,800.00	270.00	19.92	19.92	2,339.92	4,630.86	1,703.20	44	
Long Branch.....	3	6,570.78	1,800.00	127.50	137.50	9.01	1,337.14	1,746.51	2,445.61	42	
Long Branch City.....	3	3,046.34	1,200.00	138.75	7.76	2.32	1,449.41	1,029.02	1,029.02	58	Presidential from November 19, 1888.
Madison.....	3	4,162.13	1,000.00	67.85	40.91	40.91	2,102.37	3,444.90	10,127.66	27	
Metuchen.....	3	2,497.42	1,400.00	251.25	11.12	11.12	3,803.52	10,127.66	2,282.55	42	
Millington.....	3	3,478.43	1,200.00	375.00	1.82	1.82	1,630.32	2,282.55	4,101.41	41	
Millville.....	3	6,697.27	1,700.00	127.50	700.00	63.14	2,863.14	7,826.28	11,101.07	42	
Mont Clair.....	2	12,831.18	2,200.00	675.00	238.50	12.92	2,044.82	4,101.41	4,101.41	33	
Moorestown.....	3	3,911.87	1,500.00	127.50	127.50	63.14	2,863.14	7,826.28	11,101.07	42	
Morristown.....	3	18,987.95	2,500.00	2,200.00	238.50	12.92	2,044.82	4,101.41	4,101.41	33	
Mount Holly.....	3	6,146.23	1,800.00	238.50	238.50	12.92	2,044.82	4,101.41	4,101.41	33	



In Government building.

Presidential from June 1, 1889.

In Government building.

Presidential from April 13, 1889.

Presidential from June 1, 1889.

In Government building.

Newark.....	1	197,248.17	3,500.00	23,201.54	.....	939.18	56,598.57	84,210.39	113,028.88	43
New Brunswick.....	2	22,639.50	2,600.00	2,800.00	900.00	77.31	2,471.46	10,648.77	11,800.73	47
Newton.....	3	7,273.03	1,700.00	600.00	292.50	7.12	.....	2,338.63	4,334.01	32
Ocean Grove.....	3	6,850.56	1,800.00	600.00	270.00	23.98	.....	2,983.68	4,154.88	30
Orange.....	2	24,317.27	2,600.00	1,981.94	1,040.00	6.98	.....	10,873.67	13,441.00	45
Orange Valley.....	2	3,629.56	1,500.00	.....	1,183.10	13.35	4,568.56	1,658.78	1,970.77	46
Pasaic.....	2	12,350.00	2,300.00	650.00	80.97	100.00	.....	4,391.00	8,158.40	34
Patterson.....	1	44,984.08	3,000.00	4,197.63	1,028.00	15.73	15,859.63	24,829.12	20,155.50	55
Perth Amboy.....	2	8,030.06	2,000.00	900.00	357.75	14.88	.....	3,273.48	4,750.58	41
Phillipsburgh.....	1	5,693.70	1,700.00	300.00	182.25	15.35	.....	2,197.13	3,406.57	39
Plainfield.....	2	25,795.54	2,600.00	2,500.00	907.50	98.70	3,867.10	6,323.45	13,272.00	42
Princeton.....	3	11,850.49	2,200.00	1,200.00	403.80	55.00	.....	3,858.80	7,991.00	33
Rahway.....	3	7,387.99	1,800.00	600.00	270.00	23.44	.....	2,603.44	4,694.55	36
Raritan.....	1	7,112.56	82.42	8.33	.....	.....	.....	90.83	21.73	81
Red Bank.....	3	7,301.25	1,623.91	150.43	270.00	11.00	.....	2,083.94	5,215.31	29
Rutherford.....	3	8,134.40	1,900.00	280.00	132.50	6.48	.....	2,230.46	5,895.00	28
Salem.....	3	5,699.88	1,700.00	100.00	258.05	8.46	.....	2,037.01	3,662.87	36
Somerville.....	3	6,000.26	1,700.00	300.00	251.25	9.02	.....	2,201.17	3,799.09	38
South Amboy.....	3	3,083.84	1,200.00	130.00	160.00	4.48	.....	1,324.96	1,758.58	43
South Orange.....	3	4,005.97	1,500.00	161.25	130.00	11.28	.....	1,072.53	2,393.44	41
Summit.....	3	4,468.28	1,000.00	225.00	210.00	11.76	.....	2,046.76	2,421.62	46
Toms River.....	3	2,952.48	1,200.00	.....	93.84	2.24	.....	1,296.08	1,656.40	44
Trenton.....	1	74,990.49	3,200.00	9,771.99	280.00	262.34	16,163.58	29,387.91	45,672.58	39
Vineland.....	2	9,687.83	2,000.00	870.00	.....	18.76	.....	3,165.75	6,510.08	33
Washington.....	2	11,690.01	2,300.00	1,140.00	271.08	6.00	.....	3,717.08	7,941.93	32
Weehawken.....	3	4,135.04	1,500.00	163.61	163.61	8.00	.....	1,671.61	2,463.43	40
Westfield.....	3	5,185.07	2,600.00	97.50	97.50	4.16	.....	1,701.66	3,486.41	33
West Hoboken.....	3	3,062.37	1,100.00	111.00	111.00	7.02	.....	1,218.92	2,443.45	33
Woodbridge.....	3	5,589.24	238.74	29.92	.....	2.24	.....	2,985.90	320.84	46
Woodbury.....	3	8,896.30	1,800.00	500.00	179.98	7.52	.....	2,487.50	7,378.80	25
Woodstown.....	3	170.27	82.42	.....	.....	.....	.....	82.69	93.61	47
Total.....		1,004,113.99	125,958.42	87,850.59	21,767.09	4,577.49	209,590.82	440,784.01	554,329.98	45
NEW MEXICO.										
Albuquerque.....	2	11,498.08	2,200.00	1,550.00	884.50	4.88	.....	4,438.38	7,050.30	29
Deming.....	3	2,828.01	1,300.00	50.00	142.50	.....	.....	1,493.38	1,334.63	53
East Las Vegas.....	3	5,433.44	1,200.00	143.34	249.42	4.88	.....	2,102.64	3,330.80	39
Kingston.....	3	1,809.24	1,700.00	.....	127.50	.....	.....	1,337.50	511.74	72
Las Vegas.....	3	4,322.86	1,000.00	337.50	166.25	4.48	.....	2,118.23	2,294.03	49
Raton.....	3	3,377.56	1,400.00	173.35	173.35	1.36	.....	1,564.71	1,812.85	46
Santa Fe.....	2	8,893.37	2,000.00	1,680.00	118.70	271.93	.....	4,822.74	4,822.74	46
Silver City.....	3	4,613.70	2,000.00	400.00	206.24	3.44	.....	2,209.68	2,404.02	48
Socorro.....	3	3,098.41	1,500.00	.....	166.50	.....	.....	1,667.46	1,430.55	54
Total.....		45,905.27	14,500.00	4,165.84	2,034.96	292.81	.....	20,903.61	24,911.66	46
NEW YORK.										
Adams.....	3	2,025.04	1,200.00	150.00	127.50	2.04	.....	1,489.14	1,444.90	51
Addison.....	3	4,241.94	1,500.00	200.00	173.50	3.44	.....	1,875.94	2,366.00	44

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
NEW YORK—cont'd.											
Albany	1	\$175,603.11	\$3,500.00	\$36,400.00	\$169.55	\$2,167.81	\$36,611.61	\$78,848.97	\$96,754.14	45	In Government building.
Albion	3	7,284.36	1,200.00	499.19	168.00	6.80	.....	2,473.99	4,810.37	34	
Alfred Centre	3	2,632.60	1,200.00	.....	102.00	1.12	.....	1,363.12	1,329.48	50	
Allegany	3	2,139.78	1,000.00	.....	101.25	1.92	.....	1,103.17	1,036.61	51	
Amsterdam	2	18,186.79	2,500.00	2,013.59	1,220.00	83.98	5,063.88	10,871.45	7,315.34	60	
Attawap.	3	2,480.83	1,200.00	.....	127.50	1.52	.....	1,326.02	1,151.81	54	
Attica	3	4,143.02	1,500.00	150.00	157.50	3.20	.....	1,810.70	2,332.32	44	
Auburn	2	34,402.32	2,900.00	4,600.00	1,900.00	136.97	10,046.45	19,673.42	14,728.90	57	
Avon	3	2,734.47	1,200.00	200.00	100.92	2.48	.....	1,503.40	1,231.07	55	
Babylon	3	3,515.55	1,400.00	.....	151.25	6.08	.....	1,557.33	1,958.22	44	
Bainbridge	3	2,916.87	1,300.00	150.00	144.00	.96	.....	1,594.96	1,321.91	55	
Baldwinsville	3	4,714.40	1,600.00	290.00	176.25	4.56	.....	1,980.81	2,733.59	42	
Ballston	3	6,855.61	1,800.00	300.00	270.00	10.88	.....	2,380.88	4,474.73	35	
Batavia	2	13,493.29	2,000.00	1,800.00	1,100.00	29.16	1,553.90	6,883.15	6,610.14	51	
Bath	2	8,599.77	2,000.00	1,100.00	1,500.00	2.12	.....	3,602.12	4,997.65	42	
Bay Shore	3	3,087.92	1,200.00	.....	127.50	9.12	.....	1,336.62	1,751.30	43	
Belmont	3	2,230.85	1,100.00	.....	101.25	2.24	.....	1,203.40	1,027.37	54	
Binghamton	1	65,174.17	3,100.00	6,789.70	1,699.16	349.24	10,043.23	21,981.33	43,192.84	34	
Bolivar	3	2,055.64	1,100.00	.....	99.00	1.12	.....	1,200.12	855.52	58	
Boonsville	3	3,531.08	1,300.00	243.00	131.25	1.44	.....	1,875.69	1,655.39	53	
Brewster	3	3,493.29	1,300.00	.....	144.00	2.72	.....	1,446.72	2,046.57	41	
Brighton	3	6,877.09	1,600.00	.....	98.25	1.36	.....	1,609.61	5,177.48	25	
Brooklyn	2	9,896.67	2,100.00	800.00	335.00	10.08	.....	3,245.08	6,651.59	33	
Brookport	1	656,343.92	5,000.00	106,441.98	18,485.00	6,914.11	302,075.35	438,917.34	217,425.48	67	Do.
Brooklyn	1	419,633.99	3,800.00	52,647.74	85.00	1,767.43	91,044.98	149,365.15	270,268.84	36	Do.
Buffalo	2	4,067.13	1,500.00	.....	170.25	2.64	.....	1,672.89	2,394.24	37	
Cambridge	3	4,094.48	1,500.00	.....	172.50	1.92	.....	2,420.06	1,674.42	41	
Camden	3	5,188.90	1,700.00	200.00	225.00	13.60	.....	2,138.60	3,050.30	41	
Canajoharie	2	11,855.78	2,200.00	1,800.00	198.75	19.76	.....	4,110.76	7,736.02	43	
Canadawaga	3	4,824.62	1,300.00	250.00	107.00	5.26	.....	2,054.11	2,770.19	50	
Canastota	3	3,029.62	1,300.00	150.00	148.75	1.12	.....	1,508.12	1,521.50	53	
Canisteo	3	5,465.86	1,600.00	200.00	172.40	2.04	.....	2,095.53	3,370.33	37	
Canterbury	3	1,103.06	1,657.07	.....	74.20	3.04	.....	692.40	1,465.66	57	
Cape Vincent	3	2,777.17	1,600.00	500.00	210.00	3.20	.....	2,313.20	2,463.97	48	
Carthage	3	2,947.23	1,100.00	.....	103.50	1.92	.....	1,305.42	1,641.81	53	
Catskill	2	9,557.80	2,100.00	1,000.00	380.00	483.67	.....	3,983.67	5,574.13	41	
Chenango	3	4,818.37	1,600.00	400.00	181.50	4.04	.....	1,984.14	2,834.23	41	
Chenango	3	4,415.80	1,600.00	400.00	176.25	6.36	.....	2,081.61	2,334.19	47	
Chenango	3	3,864.97	1,600.00	.....	152.10	2.32	.....	1,794.42	2,070.55	50	
City Island	3	2,903.01	1,300.00	.....	144.00	2.40	.....	1,440.40	1,462.61	50	
Clifton Springs	3	4,340.90	1,500.00	.....	168.75	3.28	.....	1,672.03	2,668.87	39	Presidential from December 11, 1888.



**Presidential from January 1, 1889.**

**Presidential from December 8, 1888.**

Presidential from November 20, 1888.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889—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.
Herkimer.....	3	\$5,290.20	\$1,600.00	\$200.00	\$186.55	\$6.24	.....	\$1,992.79	\$3,297.51	38	
Holley.....	3	2,384.25	1,000.00	.....	101.25	2.16	.....	1,103.41	1,280.84	47	
Homestead.....	3	4,192.42	1,600.00	150.00	210.00	3.04	.....	1,063.04	2,229.38	46	
Honolulu.....	3	1,877.73	2,529.70	.....	70.49	.....	.....	606.28	587.45	50	Presidential from December 21, 1888.
Hoosick Falls.....	3	8,791.25	2,000.00	.....	105.00	21.00	.....	2,216.00	6,577.65	25	
Honolulu City.....	3	13,678.70	2,400.00	1,425.00	1,200.00	27.86	\$1,697.07	9,749.93	3,928.77	71	
Honolulu City.....	3	2,646.94	1,200.00	.....	93.25	2.95	.....	1,296.29	1,250.73	51	
Hudson.....	3	11,472.17	2,400.00	1,900.00	1,063.92	29.05	3,773.40	9,100.37	5,305.80	63	
Huntington.....	3	4,868.26	1,200.00	.....	111.00	1.52	.....	1,612.52	3,255.74	34	
Huntington.....	3	5,601.63	1,200.00	.....	176.25	5.08	.....	1,881.90	3,699.00	34	
Huntington.....	3	3,611.35	1,200.00	.....	151.25	8.40	.....	1,308.40	1,332.95	50	
Idaho.....	3	2,296.45	1,200.00	.....	13.52	3.52	.....	1,554.77	1,681.68	48	
Idaho.....	3	25,691.74	2,700.00	3,937.90	1,750.23	64.27	4,829.60	13,282.00	11,809.74	52	
Idaho.....	3	4,680.76	1,600.00	150.00	211.00	13.52	.....	1,074.52	9,706.24	42	
Idaho.....	3	28,108.17	2,700.00	2,700.00	1,415.00	80.56	5,919.92	12,815.48	15,292.69	46	
Idaho.....	3	10,946.37	1,200.00	900.00	610.00	524.14	.....	4,134.14	6,812.23	38	
Idaho.....	3	2,125.68	1,100.00	.....	111.00	1.84	.....	1,212.84	912.74	57	
Idaho.....	3	2,899.12	1,200.00	250.00	144.00	1.08	.....	1,695.68	1,203.41	59	
Idaho.....	3	11,876.08	2,300.00	1,400.00	735.00	129.29	.....	4,501.29	7,311.79	38	
Idaho.....	3	8,304.55	2,100.00	1,000.00	330.00	4.16	.....	3,434.16	4,780.39	42	
Idaho.....	3	1,315.35	642.00	.....	111.00	80	.....	754.46	560.87	57	
Idaho.....	3	17,111.75	2,300.00	1,600.00	804.00	61.11	4,005.45	8,860.56	4,251.19	65	
Idaho.....	3	21,839.76	2,600.00	3,150.00	105.68	105.68	5,577.71	12,503.29	9,246.07	58	
Idaho.....	3	17,650.63	1,700.00	1,300.00	270.00	26.96	5,703.28	9,000.24	8,650.39	61	
Idaho.....	3	6,429.76	1,200.00	350.00	250.62	4.32	.....	2,304.84	3,125.42	40	
Idaho.....	3	6,429.76	1,200.00	300.00	157.60	7.44	.....	2,264.94	4,163.82	35	
Idaho.....	3	9,601.68	2,000.00	800.00	320.00	4.31	.....	3,134.34	5,067.34	34	
Idaho.....	3	1,720.64	600.00	.....	.....	.56	.....	600.53	1,129.68	35	Delinquent in third and fourth quarters.
Idaho.....	3	3,914.77	1,500.00	200.00	172.50	0.80	.....	1,879.30	2,035.47	48	
Idaho.....	3	3,556.80	1,100.00	60.00	102.50	2.48	.....	1,271.98	1,084.91	54	
Idaho.....	3	3,271.93	1,100.00	150.00	127.50	3.68	.....	1,681.18	1,600.05	50	
Idaho.....	3	6,922.58	1,800.00	120.16	165.00	0.56	.....	2,100.72	4,821.67	30	
Idaho.....	3	3,244.12	1,500.00	1,000.00	144.00	1.84	.....	1,645.81	1,598.28	49	
Idaho.....	3	17,094.96	2,500.00	1,800.00	1,400.00	38.04	4,511.27	10,249.35	6,685.23	61	
Idaho.....	3	2,680.00	1,200.00	250.00	128.75	1.84	.....	1,690.50	980.91	63	
Idaho.....	3	2,667.01	1,200.00	202.00	78.20	2.16	.....	1,642.46	1,024.61	60	
Idaho.....	3	2,897.94	1,200.00	300.00	99.04	1.44	.....	1,300.48	1,597.46	46	
Idaho.....	3	10,270.90	1,800.00	.....	120.00	.23	.....	2,220.32	8,050.64	22	
Idaho.....	3	4,163.58	1,100.00	.....	172.94	2.08	.....	1,175.02	1,008.52	54	
Idaho.....	3	4,293.19	1,600.00	300.00	216.00	2.56	.....	2,112.56	3,180.63	49	

Mount Vernon.....	2	17,931.77	2,500.00	600.00	716.00	55.96	9,671.96	14,079.81	21
Naples.....	2	2,691.02	1,100.00	400.00	111.00	.....	1,661.40	939.63	64
Newark.....	2	9,997.85	1,900.00	300.00	142.50	3.52	2,846.02	7,021.83	25
New Brighton.....	2	11,886.91	2,700.00	.....	.....	38.64	2,136.64	9,417.17	19
Newburgh.....	2	32,839.13	2,700.00	4,400.00	2,100.00	571.19	19,624.00	13,315.13	59
New Lebanon.....	2	4,407.68	1,700.00	.....	56.25	80	1,787.06	2,650.63	40
New Paltz.....	2	1,293.06	1,800.00	.....	76.04	52	655.16	639.90	51
New Rochelle.....	2	9,641.37	8,000.00	1,025,208.98	243.00	25.92	2,068.92	7,472.45	22
New York.....	2	5,456,170.84	8,000.00	1,025,208.98	42,278.22	43,984.04	2,038,091.93	3,392,078.91	38
Niagara Falls.....	2	10,101.69	2,600.00	1,000.00	431.25	21.92	3,453.17	6,648.52	34
Northport.....	2	8,865.31	2,000.00	.....	122.61	1.04	2,124.65	6,740.66	24
North Tarrytown.....	2	1,191.46	1,000.00	.....	89.25	2.72	1,001.97	899.48	55
Norwich.....	2	10,568.24	2,000.00	900.00	720.00	9.14	3,629.14	6,937.10	34
Norwood.....	2	2,063.90	1,100.00	350.00	101.35	73	1,551.97	511.93	75
Nunda.....	2	2,372.08	1,200.00	200.00	127.50	64	1,528.14	843.94	64
Nyack.....	2	7,822.12	1,900.00	.....	105.00	15.76	2,080.76	5,741.36	27
Ogdensburg.....	2	13,422.57	2,300.00	1,900.00	1,900.00	20.03	4,896.74	4,335.80	68
Olean.....	2	14,594.70	2,400.00	1,800.00	1,000.00	23.52	2,334.89	9,265.81	52
Oneida.....	2	11,275.99	2,300.00	1,300.00	745.13	.....	1,852.98	7,432.89	56
Oneonta.....	2	11,878.85	2,300.00	1,345.79	750.00	.....	2,640.35	4,843.71	59
Oswego.....	2	26,696.57	2,700.00	4,432.00	.....	65.28	7,811.01	11,618.28	73
Owego.....	2	10,378.59	2,200.00	1,300.00	885.00	59.14	3,088.88	7,331.02	44
Oxford.....	2	3,348.21	1,400.00	.....	72.75	80	1,473.71	1,874.50	73
Palmyra.....	2	6,247.11	1,700.00	800.00	195.00	4.56	2,196.56	4,047.55	35
Patchogue.....	2	5,219.08	1,600.00	.....	153.75	11.44	1,705.19	3,453.89	34
Peekskill.....	2	11,177.64	2,100.00	1,100.00	110.00	86.08	3,346.08	7,831.56	30
Penn Yan.....	2	10,343.38	2,100.00	1,100.00	448.78	8.77	3,652.55	6,689.83	35
Perry.....	2	3,206.76	1,400.00	165.00	165.00	1.86	1,566.30	1,640.40	49
Phelps.....	2	1,922.44	1,800.00	.....	140.84	3.04	1,443.98	1,478.46	50
Philmont.....	2	8,806.03	1,200.00	167.58	.....	.....	167.58	138.47	55
Plattsburgh.....	2	10,838.85	2,200.00	1,400.00	101.25	1.40	4,485.05	6,343.80	41
Port Byron.....	2	2,160.02	1,000.00	.....	287.75	13.60	1,101.25	1,067.77	51
Port Chester.....	2	8,211.34	1,900.00	75.74	.....	.....	2,257.09	5,954.25	27
Port Henry.....	2	3,627.56	1,400.00	.....	90.00	2.80	1,492.80	2,034.76	42
Port Jefferson.....	2	2,517.25	1,100.00	.....	81.25	2.88	1,181.13	1,333.12	47
Port Jervis.....	2	10,067.42	2,200.00	1,081.50	1,002.52	10.32	1,273.88	4,501.73	55
Port Richmond.....	2	5,988.58	1,700.00	.....	1,020.00	8.34	5,685.70	4,147.82	30
Poughkeepsie.....	2	7,675.45	1,900.00	300.00	213.75	8.28	2,417.03	5,258.42	34
Pulaski.....	1	48,411.42	8,000.00	6,986.67	96.00	141.56	16,254.24	32,157.18	31
Randolph.....	2	3,060.78	1,300.00	99.92	96.00	2.64	1,497.56	1,563.22	41
Rhinebeck.....	2	2,862.04	1,300.00	150.00	142.00	2.40	1,594.90	1,267.14	58
Richfield Springs.....	2	3,280.27	1,400.00	100.00	107.54	6.36	1,613.80	1,675.37	34
Riverhead.....	2	4,584.12	1,600.00	800.00	172.50	5.23	2,077.78	2,516.34	45
Rivermont.....	2	4,425.81	1,600.00	.....	210.00	6.96	1,816.96	2,608.85	45
Rochester.....	2	289,049.79	3,700.00	32,219.62	6,200.00	1,649.97	97,850.62	201,199.27	33
Rome.....	2	20,429.20	2,500.00	2,200.00	575.00	.....	10,711.21	9,718.08	32
Rondout.....	2	11,744.22	2,300.00	1,394.75	535.00	25.83	4,245.68	7,498.64	36
Rye.....	2	3,016.06	1,800.00	200.00	127.50	3.84	1,446.34	1,599.72	47
Sage Harbor.....	2	3,865.73	1,500.00	.....	97.25	5.76	1,833.26	2,022.47	48
St. Johnsville.....	2	1,754.08	1,550.54	.....	97.25	88	949.67	807.41	54
Salamanca.....	2	4,847.70	1,600.00	150.00	202.50	6.24	1,958.74	2,888.96	49

Presidential from December 3, 1888.  
In Government building, \$6,812.53.  
mail-bags

In Government building.

Do.

Presidential from May 1, 1889.  
In Government building.

Presidential from August 25, 1888.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-office for the fiscal year ended June 30, 1899—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.
NEW YORK—cont'd.											
Salmon	3	\$1,128.21	\$1,400.00	.....	\$146.25	\$2.24	.....	\$1,548.49	\$1,579.72	50	
Sandy Hill	3	3,650.52	1,600.00	.....	210.00	3.52	.....	1,813.52	2,146.00	40	
Santa Fe Springs	3	27,362.36	2,700.00	\$3,300.00	1,717.38	244.45	\$6,266.43	14,228.96	13,134.10	52	
Saratoga	3	5,046.90	2,700.00	440.98	251.25	7.92	.....	3,309.15	3,737.81	34	
Scherer	3	18,697.70	2,600.00	2,400.00	1,200.00	503.28	5,438.17	12,107.55	6,590.24	64	
Sellman	3	2,081.91	1,100.00	.....	101.25	1.76	.....	1,203.01	881.90	58	
Selma Falls	3	15,793.38	2,400.00	1,240.00	811.60	406.96	.....	6,897.05	6,896.33	50	
Shelburne	3	2,471.94	1,900.00	.....	99.31	6.76	2,008.50	1,308.07	1,164.97	53	
Silver Creek	3	2,411.94	1,515.21	82.47	101.25	1.60	.....	1,398.09	1,292.55	45	
Sling Stag	3	11,048.50	2,300.00	1,000.00	575.00	22.96	.....	3,618.54	2,923.25	39	Presidential from September 4, 1888.
Skaneateles	3	3,839.51	1,500.00	.....	161.25	1.68	.....	1,692.93	2,246.24	34	Presidential from August 10, 1888.
Springville	3	3,520.15	1,400.00	200.00	146.25	1.20	.....	1,692.93	2,246.24	42	
Stapleton	3	4,612.68	1,700.00	.....	202.50	22.08	.....	1,737.45	1,729.70	50	
Suspension Bridge	3	4,432.46	1,600.00	1,758.00	.....	5.84	.....	1,924.58	4,687.50	29	
Syracuse	3	130,223.30	2,600.00	19,518.52	3,538.00	981.29	28,479.70	55,017.57	74,305.63	76	In Government building.
Tarrytown	3	7,227.65	1,600.00	.....	174.00	25.68	.....	2,109.68	4,197.97	42	Do.
Ticonderoga	3	3,225.64	1,600.00	.....	146.25	2.88	.....	1,549.13	1,776.51	44	
Tompkinsville	3	3,250.07	1,500.00	.....	144.00	14.88	.....	1,458.72	1,791.35	39	
Tonawanda	3	2,544.55	2,300.00	1,460.00	451.00	.....	.....	1,868.16	5,378.97	44	
Troy	3	100,631.62	2,300.00	10,943.30	3,721.88	1,129.93	20,401.64	54,493.84	46,137.18	54	
Trumansburg	3	2,729.98	1,400.00	.....	116.25	1.66	.....	1,517.21	1,212.77	56	
Unionville	3	2,581.98	1,200.00	.....	72.00	1.04	.....	1,273.68	1,307.80	50	
Union Springs	3	2,167.17	1,100.00	.....	105.50	1.04	.....	1,204.54	1,562.62	56	Do.
Utica	3	76,016.26	2,100.00	0,805.00	.....	226.34	18,521.81	31,423.15	44,876.11	41	
Valden	3	2,750.69	1,200.00	.....	122.70	1.60	.....	1,323.90	1,326.49	48	
Walton	3	3,641.93	1,600.00	200.00	145.00	.....	.....	1,845.50	1,796.43	51	
Wappinger's Falls	3	3,483.35	1,600.00	.....	176.76	2.60	.....	1,674.36	1,807.99	48	
Warsaw	3	6,026.32	1,800.00	300.00	223.00	2.86	.....	2,327.96	3,698.36	59	
Warwick	3	3,321.04	1,400.00	100.00	146.25	2.86	.....	1,619.21	1,671.83	50	
Waterford	3	3,622.22	1,250.00	.....	87.00	3.80	.....	1,216.10	1,806.12	40	
Watertown	3	7,396.73	1,900.00	160.00	270.00	18.56	.....	2,278.56	5,118.17	30	
Watertown	2	23,310.74	2,600.00	3,500.00	1,200.00	128.83	6,168.08	13,665.21	11,615.53	54	
Waterville	3	4,097.01	1,900.00	.....	130.49	2.80	.....	1,662.20	2,335.32	41	
Watkins	3	4,867.21	1,600.00	243.00	183.75	4.98	.....	2,001.71	2,865.50	44	
Waverly	3	8,617.48	2,600.00	720.00	500.00	14.08	.....	3,229.68	5,387.80	37	
Westport	3	3,896.25	1,500.00	.....	165.00	2.72	.....	1,607.72	2,188.53	44	
Westville	3	5,162.85	1,800.00	400.00	256.15	5.60	.....	2,403.75	2,639.10	40	
West Chester	3	4,479.04	1,600.00	.....	216.00	3.44	.....	1,813.44	2,665.60	40	
Westfield	3	4,887.52	1,600.00	200.00	150.00	2.24	.....	1,902.24	2,985.28	47	
West New Brighton	3	9,702.52	2,100.00	.....	.....	17.28	.....	2,117.28	7,675.94	22	Delinquent in second quarter, 1899.

										Presidential from April 16, 1889.		In Government building.		Presidential from October 1, 1888.		Presidential from December 1, 1888.		Presidential from January 1, 1889.		In Government building.				Presidential from August 1, 1888.	
West Point.....	3	3,131.53	1,300.00	100.00	131.25	8.40	1,995.09	1,536.65	1,591.88	40															
West Troy.....	3	7,228.07	1,000.00	.....	195.00	27.68	.....	4,118.37	3,109.70	57															
Whitehall.....	3	4,656.06	1,000.00	.....	153.75	8.00	.....	1,761.73	2,894.33	38															
White Plains.....	3	6,055.24	1,700.00	.....	210.00	13.92	.....	1,923.92	4,131.32	32															
Wolcott.....	3	2,307.33	1,100.00	.....	105.00	.....	.....	1,205.88	1,101.45	52															
Yonkers.....	2	28,681.78	2,700.00	2,894.38	1,728.48	118.48	9,110.65	16,521.99	12,159.79	68															
Total.....		8,958,684.48	412,578.66	1,430,340.39	143,386.19	63,385.63	1,050,626.98	3,009,336.25	5,259,348.23	41															
NORTH CAROLINA.																									
Asheville.....	2	13,403.64	2,700.00	1,500.00	297.00	37.82	.....	4,105.81	9,357.83	30															
Charlotte.....	2	17,245.69	2,400.00	2,000.00	840.00	27.87	3,203.91	8,431.78	8,813.91	49															
Concord.....	2	3,204.57	400.00	1,37.04	100.76	.....	.....	1,697.80	1,506.77	51															
Durham.....	2	9,494.03	1,100.00	800.18	405.00	558.77	.....	4,053.01	5,441.92	43															
Elizabeth City.....	2	2,402.01	2,200.00	10.00	.....	.....	.....	2,484.91	2,113.70	54															
Fayetteville.....	3	2,309.79	1,500.00	100.00	81.75	4.56	.....	1,798.31	1,544.48	47															
Goldsboro.....	3	5,737.28	1,700.00	440.00	531.00	5.92	.....	2,326.92	2,911.23	45															
Greensborough.....	2	9,137.28	1,700.00	825.00	291.25	11.30	.....	2,787.61	2,740.67	37															
Hickory.....	3	3,881.36	2,000.00	750.00	143.16	8.92	.....	2,766.72	2,966.87	48															
High Point.....	3	2,768.82	1,500.00	200.00	112.50	2.11	.....	1,817.08	1,704.81	55															
Kinston.....	1	1,269.30	1,200.00	112.50	191.63	5.56	.....	1,481.52	1,481.52	53															
Lexington.....	3	1,784.35	2,500.00	150.00	127.50	4.62	.....	1,681.01	1,598.00	48															
Monroe.....	3	1,075.35	500.00	37.50	33.45	.....	.....	558.73	1,583.68	59															
New Bern.....	3	6,731.26	1,800.00	400.00	225.00	18.16	.....	2,453.16	4,308.00	50															
Oxford.....	3	4,090.03	1,500.00	300.00	165.00	3.92	.....	1,868.92	2,208.01	36															
Raleigh.....	2	22,161.51	2,500.00	4,000.00	165.00	57.68	4,059.36	10,617.94	11,544.47	46															
Reidsville.....	3	3,976.55	1,500.00	300.00	172.50	1.72	.....	1,973.78	2,092.77	60															
Salem.....	3	2,848.68	1,200.00	150.00	127.50	4.80	.....	1,476.22	1,870.46	52															
Salisbury.....	3	5,250.32	1,600.00	300.00	210.00	1.38	.....	2,614.80	2,605.92	40															
Shelby.....	3	2,566.95	1,000.00	800.00	86.05	1.04	.....	1,387.09	2,827.78	61															
Statesville.....	3	4,702.65	1,413.46	345.75	112.70	2.90	.....	1,874.87	2,827.78	40															
Tarboro.....	3	3,698.51	1,400.00	76.00	147.20	4.80	.....	1,628.00	2,090.91	46															
Washington.....	3	3,161.82	1,400.00	100.00	97.28	5.67	.....	1,693.93	1,586.87	51															
Wilmington.....	2	25,396.28	2,600.00	1,113.05	1,882.00	77.92	5,425.71	13,098.08	12,237.09	52															
Wilem.....	2	3,710.52	1,500.00	90.00	156.85	5.69	.....	1,733.45	1,938.07	47															
Winston.....	2	9,571.01	2,000.00	800.00	360.00	4.24	.....	3,154.24	6,416.77	33															
Total.....		177,955.53	42,152.87	18,103.85	6,501.38	863.35	12,688.98	80,369.33	97,586.20																
OHIO.																									
Ada.....	1	4,979.04	1,700.00	.....	137.25	5.04	.....	1,842.99	3,136.75	37															
Alton.....	1	49,018.48	3,000.00	.....	1,570.00	127.62	9,729.31	18,117.33	30,001.15	37															
Alliance.....	2	9,126.31	2,000.00	3,691.00	944.00	14.80	.....	3,084.70	6,041.61	34															
Ashland.....	2	7,030.50	1,800.00	725.00	344.00	8.34	.....	2,378.24	4,652.35	34															
Ashbula.....	2	8,269.58	1,000.00	405.00	275.00	11.20	.....	2,911.20	5,358.38	35															
Athens.....	2	5,694.54	1,800.00	625.00	195.00	9.84	.....	2,504.84	3,189.70	44															
Autumdale.....	2	2,691.54	915.76	.....	98.25	2.16	.....	1,016.17	1,504.47	40															
Barnesville.....	2	4,762.85	1,500.00	.....	127.50	4.80	.....	1,912.30	2,820.55	46															
Baravia.....	2	2,116.73	1,000.00	300.00	101.25	2.48	.....	1,193.73	923.00	50															

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—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.
OUTGO—continued.											
Bellville.....	2	\$8,918.41	\$2,100.00	\$1,000.00	\$492.62	\$21.68	.....	\$3,614.30	\$5,304.11	41	Presidential from December 9, 1888.
Bellefontaine.....	3	7,388.92	1,800.00	800.00	157.50	2.48	.....	2,765.98	4,622.94	38	Presidential from May 5, 1889.
Bellevue.....	3	5,000.39	1,600.00	200.00	210.00	4.86	.....	2,045.63	3,054.76	40	
Berea.....	3	4,030.21	1,500.00	.....	102.50	7.84	.....	1,614.14	2,416.07	40	
Bowling Green.....	3	4,471.19	1,500.00	200.00	110.25	7.58	.....	1,865.54	2,605.65	42	
Bridgeport.....	3	7,281.61	1,500.00	200.00	110.25	7.58	.....	2,817.53	2,464.08	42	
Bryan.....	3	6,216.43	1,700.00	725.00	318.75	18.02	.....	2,207.17	2,009.26	42	
Bucyrus.....	3	4,518.02	1,600.00	400.00	203.91	6.68	.....	2,061.59	2,456.43	35	
Caliz.....	3	4,518.02	1,600.00	400.00	203.91	6.68	.....	2,061.59	2,456.43	35	
Calwell.....	3	6,312.43	1,500.00	350.00	243.75	12.24	.....	2,303.99	4,008.44	49	
Cambridge.....	3	243.70	1,500.00	.....	101.20	3.76	.....	1,664.96	1,872.39	64	
Camden.....	3	3,627.35	1,400.00	150.00	164.18	137.01	\$7,880.68	15,181.87	22,219.26	46	
Canal Dover.....	2	37,401.13	2,800.00	3,200.00	138.75	1.71	.....	1,440.46	1,736.94	45	
Canton.....	3	3,177.40	1,300.00	.....	67.50	5.04	.....	608.30	374.13	64	
Carry.....	3	1,042.43	1,300.00	100.00	128.38	2.34	.....	1,433.42	1,426.23	50	
Celina.....	3	2,859.65	1,300.00	.....	111.00	1.60	.....	1,338.24	1,043.62	56	
Chagrin Falls.....	3	2,381.86	1,100.00	125.00	111.00	1.60	.....	1,312.60	1,005.48	57	
Chardon.....	3	2,318.08	1,100.00	100.00	111.00	1.60	.....	1,312.60	1,005.48	57	
Chillicothe.....	3	14,705.75	2,400.00	2,000.00	1,000.00	44.18	3,204.37	8,708.75	5,997.00	59	
Cincinnati.....	2	748,251.49	6,000.00	155,707.32	1,382.50	20.80	120,892.29	269,843.23	482,408.26	35	In Government building.
Circleville.....	1	7,935.99	1,900.00	500.00	270.00	20.80	.....	2,690.80	5,245.19	34	Do.
Cleveland.....	1	411,902.75	3,800.00	57,193.36	14.10	2,153.14	81,362.20	144,528.89	267,373.86	35	Do.
Clyde.....	3	3,687.86	1,400.00	200.00	165.00	6.80	.....	1,711.80	1,976.06	48	
Columbiana.....	3	2,481.96	1,100.00	.....	67.75	4.24	.....	1,161.99	1,319.97	47	
Columbus.....	1	156,328.15	3,400.00	20,440.00	.....	785.08	27,890.18	52,534.26	103,803.89	34	Do.
Columbus Grove.....	3	2,117.07	1,100.00	60.00	102.75	1.76	.....	1,264.51	852.56	60	
Conneaut.....	3	4,768.62	1,600.00	.....	184.65	3.28	.....	1,797.93	2,960.69	38	
Coshocton.....	3	5,285.87	1,700.00	350.00	231.16	8.32	.....	2,280.48	2,965.39	43	
Covington.....	3	2,283.54	1,100.00	100.00	102.00	1.84	.....	1,303.84	979.70	57	
Crestline.....	3	2,815.14	1,300.00	550.00	112.50	4.00	.....	1,706.50	1,048.64	63	
Cuyahoga Falls.....	3	3,773.90	1,500.00	.....	145.50	3.29	.....	1,648.70	2,125.29	44	
Dayton.....	1	105,901.33	3,200.00	10,400.00	3,281.50	332.78	17,831.23	35,046.01	70,856.32	33	
Defiance.....	2	9,146.00	2,000.00	700.00	223.50	12.00	.....	2,935.50	6,210.50	32	
Delaware.....	2	12,542.43	2,300.00	1,600.00	675.00	27.28	2,087.13	7,289.41	5,253.02	58	
Delphos.....	3	4,202.78	1,500.00	240.32	172.50	6.24	.....	1,928.06	2,234.72	45	
East Liverpool.....	3	12,000.35	2,300.00	1,100.00	712.46	25.55	.....	4,138.01	7,862.34	34	
Eaton.....	3	3,682.90	1,500.00	200.00	191.75	4.64	.....	1,896.39	1,786.51	51	
Ellettsville.....	2	9,620.90	2,100.00	985.00	650.00	18.86	1,163.70	4,917.64	4,703.26	61	
Findlay.....	2	19,200.40	2,400.00	1,400.00	500.00	500.28	3,031.65	7,831.93	11,437.47	41	
Forestburg.....	2	10,457.80	2,200.00	1,080.00	297.00	22.92	.....	3,580.92	6,887.88	34	



Franklin	3	2	143.90	1,300.00	144.00	5.40	1,450.40	1,698.40	48
Franklin	3	2	11,094.90	2,300.00	177.00	31.48	1,584.72	5,810.27	47
Gallion	3	2	6,857.55	200.00	110.75	11.92	4,785.67	4,785.67	51
Gallipolis	3	2	7,123.35	500.00	180.00	11.92	5,631.92	4,531.97	58
Gardatsville	3	2	2,377.49	1,200.00	127.59	1.84	1,230.34	948.15	59
Geneva	3	2	2,194.51	800.00	23.50	1.76	1,394.26	1,872.25	58
Granville	3	2	3,078.26	1,300.00	108.00	2.00	1,410.00	1,693.26	46
Greenfield	3	2	6,652.48	1,600.00	114.00	5.68	1,917.68	4,744.80	29
Greenville	3	2	7,041.82	1,800.00	270.00	7.52	2,577.52	4,464.30	37
Hamilton	3	2	20,050.50	4,500.00	600.00	51.56	5,831.12	8,291.57	59
Harbor	3	2	1,503.11	585.22	82.83	1.04	1,175.93	8,519.03	43
Hicksville	3	2	2,809.90	1,300.00	135.75	1.44	1,437.19	1,372.81	51
Hillsborough	3	2	7,077.35	1,800.00	213.75	5.20	2,618.06	4,458.40	37
Hiram	3	2	2,548.22	1,400.00	120.00	6.54	1,520.64	1,272.58	37
Hudson	3	2	2,465.54	1,100.00	88.03	3.00	1,191.63	1,273.91	40
Ipswich	3	2	9,803.38	2,200.00	480.00	16.48	3,896.48	5,995.90	48
Ipswich	3	2	4,726.40	1,600.00	210.00	3.68	2,693.68	2,693.72	44
Jackson	3	2	1,104.64	1,581.24	72.22	7.73	1,637.10	447.45	60
Jefferson	3	2	3,319.33	1,400.00	157.50	3.92	1,701.42	1,557.91	53
Kent	3	2	4,489.10	1,700.00	243.19	6.61	2,580.30	2,338.80	48
Kent	3	2	8,117.90	2,000.00	80.15	10.00	3,010.15	5,107.84	37
Kent	3	2	1,183.29	920.00	200.00	20.00	2,901.51	6,106.78	33
Lancaster	3	2	8,622.83	1,900.00	194.51	5.04	2,381.29	6,241.54	24
Lebanon	3	2	2,723.49	1,100.00	111.00	5.36	1,216.26	1,507.13	45
Lectonia	3	2	19,818.97	2,500.00	1,600.00	6.00	1,872.04	8,134.80	58
Lima	3	2	3,990.06	1,500.00	165.00	8.48	2,063.58	2,118.02	47
Logan	3	2	4,745.89	1,600.00	206.05	7.53	2,692.31	2,692.31	43
Louis	3	2	3,766.37	1,300.00	76.00	2.96	1,577.96	2,188.41	42
Lorain	3	2	2,141.02	1,000.00	101.25	2.24	1,103.49	1,037.53	52
Londonville	3	2	1,357.24	811.68	49.44	2.26	1,863.28	1,493.86	61
Manchester	3	2	91,839.49	2,700.00	1,550.00	155.83	12,761.71	19,077.78	40
Manchester	3	2	11,137.76	2,300.00	505.63	8.60	6,413.30	4,724.46	58
Marble	3	2	10,444.95	2,100.00	498.37	1,999.07	3,630.97	6,814.98	42
Marion	3	2	4,237.51	1,500.00	129.00	7.52	1,786.52	2,445.99	36
Martin's Ferry	3	2	4,765.06	1,900.00	210.00	4.56	1,814.56	2,960.50	38
Marysville	3	2	10,971.99	2,200.00	204.00	26.04	6,732.50	4,239.40	61
Massillon	3	2	2,560.53	1,200.00	127.50	1.44	1,828.94	1,231.59	63
McMechen	3	2	4,618.29	1,600.00	181.50	4.08	1,985.58	2,632.71	43
Medina	3	2	4,453.27	1,400.00	161.25	4.96	1,560.21	2,897.66	55
Menlo	3	2	1,843.84	606.79	75.02	1.76	683.57	690.27	50
Menlo	3	2	8,363.18	1,300.00	84.75	4.48	1,389.23	1,506.95	46
Middleport	3	2	10,839.69	2,000.00	475.00	12.08	6,036.98	5,803.71	46
Milledown	3	2	3,058.51	1,400.00	99.05	2.24	1,501.29	1,557.22	49
Milledown	3	2	3,059.70	1,300.00	114.71	2.32	1,417.03	1,642.67	46
Mount Gilead	3	2	9,562.13	2,100.00	668.90	18.40	4,077.30	5,474.83	46
Mount Vernon	3	2	3,532.04	1,400.00	185.00	8.08	1,573.08	1,948.96	45
Napoleon	3	2	3,488.53	1,400.00	168.00	3.12	1,403.12	2,085.41	40
National Military Home	3	2	3,506.63	1,400.00	154.53	4.16	1,634.84	1,851.79	47
Nelsonville	3	2	13,789.89	2,300.00	894.00	2.53	9,000.19	4,786.64	45
Newark	3	2	2,289.31	1,100.00	91.60	5.12	1,194.62	1,092.60	52
New Lexington	3	2	4,158.24	1,500.00	126.00	5.44	1,931.44	3,221.99	47

Delinquent in first and second quarters, 1888.

Presidential from December 8, 1888.

Presidential from December 1, 1888.

Presidential from November 19, 1888.

Presidential from December 13, 1888.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889—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.
OHIO—continued.											
New London	3	\$2,440.25	\$1,200.00		\$80.00	\$0.72		\$1,290.72	\$1,140.53	53	
New Philadelphia	3	5,401.10	1,700.00	\$200.00	133.95	9.04		2,042.09	3,358.11	38	
New Richmond	3	373.73	167.58	33.34		5.56		201.48	172.25	54	Presidential from May 1, 1889.
Niles	3	149.22	1,000.00		136.56	3.20		1,441.76	1,707.46	46	
Norwalk	3	2,700.00	2,000.00	1,200.00	703.60	5.20	\$2,584.76	6,885.65	3,393.65	67	
Oberlin	3	504.79	2,000.00	1,000.00	420.00	11.44		3,621.44	6,873.35	35	
Oberlin	3	509.38	1,000.00		105.00	3.76		1,308.76	1,260.62	51	
Ottawa	3	1,024.84	1,400.00	200.00	146.25	3.28		1,749.53	1,413.31	55	
Oxford	3	4,030.30	1,500.00		150.00	6.16		1,656.16	2,383.14	41	
Painesville	3	9,885.18	2,400.00	1,425.00	385.00	5.49		4,215.49	9,727.69	30	
Paulding	3	2,753.89	960.43	1,425.00	99.30	2.32		1,022.05	1,163.78	45	Presidential from August 10, 1888.
Piquette	3	2,903.89	7,400.00	1,200.00	810.00	19.69	2,681.48	7,113.17	8,182.72	47	
Plymouth	3	69.63	35.71					35.71	33.92	52	
Pomeroy	3	3,748.96	1,500.00	180.00	138.30	4.64		1,822.94	1,926.02	40	
Port Clinton	3	1,853.13	831.52	83.34	90.36	.96		1,005.18	876.95	53	
Portsmouth	3	12,629.30	2,300.00	1,500.00	300.00	20.77	3,754.31	7,965.08	4,564.22	64	
Ravenna	3	6,814.55	1,800.00	400.00	270.00	11.68		2,481.08	4,332.87	36	
Richwood	3	2,678.69	1,200.00		68.90	.90		1,269.89	1,308.83	49	
Ripley	3	2,973.52	1,200.00		127.50	2.32		1,320.82	1,643.70	45	
St. Clairsville	3	2,676.15	1,200.00	180.00	112.50	2.08		1,494.58	1,081.57	58	
St. Mary's	3	2,946.17	1,300.00	200.00	63.75	2.72		1,666.47	1,379.70	53	
Salem	3	12,706.34	2,300.00	800.00	76.57		1,935.37	5,119.94	7,585.18	40	In Government building.
Sandusky	3	18,883.51	2,500.00	3,394.00		97.91	5,326.42	11,318.33	7,565.18	60	
Shelby	3	3,440.48	1,400.00		108.75	3.20		1,511.95	1,928.53	44	
Sidney	3	9,584.34	2,100.00	1,100.00	589.53	12.96		3,764.40	5,790.85	40	
Springfield	3	70,589.84	3,200.00	8,701.92	2,553.13	12.96	12,190.95	26,764.22	43,825.62	38	
Steenbenville	1	14,753.91	2,400.00	1,250.00	1,081.25	196.40	5,407.78	10,325.40	4,424.42	70	
Tiffin	3	11,767.10	2,300.00	1,300.00	1,625.00	33.78	3,629.73	7,888.51	3,878.59	67	
Toledo	1	150,062.51	3,400.00	22,139.00	600.00	671.85	27,308.76	53,519.61	96,542.90	36	Do.
Troy	3	9,453.54	2,100.00	1,000.00	133.36	13.36		3,713.36	5,740.18	39	
Urichsville	3	3,063.29	1,400.00	1,102.00	165.00	4.96		1,731.96	1,321.33	57	
Upper Sandusky	3	4,628.22	1,000.00	200.00	43.07	7.36		1,850.43	2,777.79	40	
Urbana	3	30,612.35	2,200.00	1,500.00	386.50	20.72		4,107.22	6,505.13	39	
Van Wert	3	7,590.01	1,800.00	1,200.00	240.00	1.94		2,847.04	5,242.97	31	
Wadsworth	3	173.93	82.42					82.42	91.51	48	
Wapakoneta	3	4,662.29	1,600.00	300.00	180.00	0.16		2,005.10	2,657.13	45	
Warren	3	11,690.97	2,300.00	1,200.00	650.00	10.16	900.64	5,246.80	6,443.17	45	
Washington C. H.	3	9,131.07	2,100.00	800.00	329.96	15.28		3,845.24	5,905.83	35	
Watson	3	3,758.06	1,500.00		105.52	1.92		1,607.44	2,151.62	43	
Waverly	3	1,205.57	627.72	113.83	49.94	2.48		300.67	601.00	61	Presidential from December 6, 1888.
Wellington	3	5,397.93	1,700.00	200.00	195.00	4.24		2,009.24	3,238.69	39	



**In Government building.**

Do.

Presidential from April 12, 1889.

Presidential from September 9, 1888.

Wellston	3	3,080.98	1,400.00	150.00	2.88	1,702.88	1,387.10	55
Wellsville	3	5,591.34	1,700.00	168.75	13.04	1,881.79	3,706.55	34
Westerville	3	2,780.99	1,200.00	192.00	1.38	1,417.52	1,363.47	51
West Liberty	3	3,155.55	1,500.00	100.00	114.75	1,645.90	1,440.80	54
Wilmington	3	2,789.12	1,400.00	113.00	90	1,765.96	1,223.16	56
Wilmington	3	5,409.44	1,700.00	300.00	8.40	2,233.21	3,176.04	41
Winston	3	11,097.04	2,300.00	717.00	26.86	7,289.71	3,717.93	68
Xenia	2	20,280.63	2,500.00	537.70	19.28	8,104.68	3,018.97	71
Yonkers	2	37,489.94	2,900.00	1,200.00	138.41	7,477.52	13,018.97	53
Zanesville	2	34,133.95	2,800.00	1,000.00	131.75	7,845.34	18,681.56	45
Total	.....	2,637,754.82	258,628.16	825,481.63	12,014.00	387,687.21	1,040,828.55	39
OREGON.								
Albany	3	5,685.73	1,600.00	131.25	10.32	1,941.57	3,644.16	35
Ashland	3	3,347.04	1,200.00	120.00	1.52	1,621.52	1,825.52	45
Astoria	3	8,528.22	1,500.00	800.00	9.52	2,780.52	6,218.70	30
Baker City	3	4,589.65	1,000.00	178.25	4.33	2,700.58	2,416.07	47
Corvallis	3	3,804.52	925.00	121.50	5.92	1,832.42	2,012.10	48
East Portland	3	5,709.76	1,600.00	198.05	13.36	2,011.41	3,698.35	35
Eugene City	3	4,824.67	1,600.00	185.27	5.76	2,830.64	2,830.64	41
La Grande	3	2,920.04	1,100.00	93.75	2.24	1,065.09	1,780.65	41
McMinnville	3	2,329.54	1,000.00	101.25	2.72	1,163.97	1,225.57	47
Oregon City	3	2,921.48	1,200.00	157.23	2.16	1,354.49	1,567.09	40
Pringleton	3	5,500.67	1,800.00	600.00	12.48	3,627.48	3,208.49	44
Portland	1	107,570.03	3,300.00	130.00	100.36	31,927.41	75,342.03	30
Portland	3	2,831.18	1,200.00	136.75	40	1,577.15	1,254.03	56
Roseburg	3	11,840.17	2,300.00	56.66	26.24	5,889.58	5,970.00	50
Salem	3	7,017.17	1,800.00	270.00	9.04	2,479.04	5,138.13	33
The Dalles	3							
Total		180,412.78	24,600.00	19,725.41	769.37	15,441.32	118,154.72	35
PENNSYLVANIA.								
Allegheny	1	65,300.86	3,100.00	1,495.00	977.31	33,138.75	32,162.11	31
Allentown	2	28,030.95	2,700.00	1,975.00	140.55	7,423.13	13,482.25	52
Altoona	3	20,347.81	2,600.00	1,050.00	97.04	7,066.73	14,504.97	50
Apollo	3	308.36	167.58	16.00	1.24	1,073.58	1,073.58	37
Ashland	3	4,571.13	1,600.00	200.25	7.28	1,853.58	3,687.55	46
Athens	3	2,973.47	1,300.00	171.25	3.36	1,774.01	2,204.86	45
Bangor	3	2,878.32	1,200.00	127.50	3.38	1,830.78	1,547.54	40
Barnhart's Mills	3	1,830.38	809.78	98.43	1.88	1,009.11	1,921.27	50
Beaver	3	2,030.51	1,200.00	113.26	14.80	1,322.00	1,322.45	50
Beaver Falls	3	12,384.98	2,200.00	450.00	38.56	6,073.39	3,411.59	56
Bedford	2	5,203.83	1,600.00	164.33	4.96	1,931.31	3,272.52	37
Bellefonte	3	9,881.27	2,000.00	380.00	11.36	2,841.36	7,142.72	28
Berwick	3	3,007.27	1,400.00	135.00	4.00	1,539.00	1,468.27	51
Bethlehem	3	12,785.04	2,300.00	773.00	531.82	8,140.54	4,644.50	64
Blairsville	3	3,382.01	1,400.00	112.50	7.92	1,676.42	1,612.49	51
Bloomsburg	3	6,428.29	1,800.00	270.00	10.32	2,321.82	4,100.44	30
Bloomsburg	3	2,323.90	1,100.00	111.00	1.84	1,412.84	4,921.15	36

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889—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.
PENNSYLVANIA—cont'd.											
Bradlock .....	3	\$ 767.41	\$1,600.00	.....	\$193.95	\$22.56	.....	\$1,816.51	\$4,950.90	27	
Bradford .....	3	20,181.98	2,600.00	\$5,100.00	635.64	16.27	\$4,892.56	11,244.47	8,937.51	56	
Bristol .....	3	5,963.89	1,800.00	180.00	186.00	10.88	.....	2,125.88	3,838.01	36	
Brookville .....	3	5,530.95	1,600.00	500.00	206.25	17.28	.....	2,323.53	3,216.42	42	
Brownsville .....	3	3,363.23	1,400.00	144.00	.....	13.28	.....	1,557.28	1,805.95	46	
Bryn Mawr .....	3	4,590.55	1,500.00	300.00	172.50	7.92	.....	1,680.42	2,919.13	37	
Butler .....	3	9,805.31	1,900.00	.....	285.50	24.32	.....	2,489.82	7,315.49	25	
Camdenburgh .....	3	7,712.74	1,500.00	.....	81.75	5.52	.....	1,287.27	1,435.47	47	
Carlisle .....	3	1,810.07	1,500.00	.....	101.25	2.00	.....	1,403.25	1,406.82	50	
Carlisle .....	3	10,433.93	1,800.00	550.00	276.00	9.60	.....	2,329.00	5,164.33	31	
Carlisle .....	3	4,553.22	2,500.00	1,500.00	450.00	30.00	.....	3,178.35	3,494.87	68	
Catawug .....	3	4,257.45	1,500.00	.....	172.50	5.28	.....	1,677.78	2,579.67	39	
Chambersburgh .....	3	12,524.40	2,500.00	1,500.00	482.77	.....	3,014.18	1,677.78	5,227.45	58	
Chester .....	3	17,674.73	2,500.00	2,500.00	657.50	63.68	5,405.25	10,706.43	6,908.30	61	
Clarion .....	3	4,554.39	1,600.00	162.00	143.24	11.36	.....	1,916.60	2,637.79	42	
Cleardale .....	3	5,393.26	1,700.00	200.00	195.00	4.48	.....	2,099.48	3,293.78	39	
Coatesville .....	3	5,144.76	1,700.00	200.00	232.50	8.48	.....	2,140.98	3,003.78	42	
Columbia .....	3	7,901.97	2,000.00	875.00	262.50	20.32	.....	3,157.82	4,804.15	40	
Conneautville .....	3	2,025.46	1,000.00	100.00	101.25	7.2	.....	1,211.97	821.49	59	
Connellsville .....	3	6,019.13	1,700.00	300.00	157.50	20.64	.....	2,178.14	3,891.99	36	
Conshohocken .....	3	3,899.68	1,500.00	300.00	165.00	5.20	.....	1,870.20	1,929.48	51	
Corry .....	3	10,911.53	2,500.00	1,200.00	430.00	12.55	.....	3,842.55	7,068.98	35	
Coudersport .....	3	2,915.68	1,200.00	162.00	127.50	2.88	.....	1,492.38	1,443.30	51	
Curtisville .....	3	2,597.54	1,200.00	270.00	137.50	1.28	.....	1,599.47	998.07	62	
Danville .....	3	8,502.56	2,000.00	900.00	375.00	19.36	.....	3,494.36	5,008.20	41	
Doylstown .....	3	2,984.71	1,300.00	200.00	26.96	3.60	.....	1,530.56	1,454.15	51	
Doylstown .....	3	6,116.72	1,700.00	300.00	113.43	7.36	.....	2,120.79	4,069.93	34	
Du Bois .....	3	5,230.06	1,700.00	300.00	234.00	11.60	.....	2,245.60	2,984.46	43	
Dunmore .....	3	1,323.86	624.73	.....	75.47	1.36	.....	701.66	632.30	53	Presidential from December 7, 1888.
Easton .....	3	23,822.49	2,600.00	3,000.00	1,345.24	167.27	8,457.93	15,570.44	8,252.05	65	
Edinborough .....	3	2,525.78	1,200.00	100.00	93.75	4.08	.....	1,397.83	1,127.95	55	
Edinborough .....	3	2,435.61	1,100.00	.....	111.00	1.44	.....	1,212.44	1,223.17	50	
Eldred .....	3	2,318.64	1,100.00	.....	82.50	1.28	.....	1,183.78	1,134.86	51	
Emblenton .....	3	2,471.44	1,200.00	90.00	62.25	2.16	.....	1,354.41	1,117.03	55	
Emporium .....	3	2,669.59	1,200.00	.....	120.00	1.76	.....	1,321.76	1,347.53	49	
Ephratah .....	3	2,247.29	1,100.00	.....	23.40	3.36	.....	1,136.76	1,120.53	50	
Erie .....	3	48,507.28	3,000.00	6,500.00	571.29	220.50	13,915.62	24,207.47	25,299.81	53	In Government building.
Everett .....	3	2,420.93	1,100.00	100.00	96.00	1.24	.....	1,300.24	1,120.69	49	
Franklin .....	3	11,400.63	2,200.00	1,200.00	476.93	29.79	.....	3,906.72	7,493.31	34	
Freeland .....	3	9,116.51	1,000.00	.....	91.49	2.16	.....	1,083.65	1,022.86	52	
Freeport .....	3	2,244.74	1,100.00	.....	47.85	4.32	.....	1,152.17	1,092.57	51	

Gettysburgh	1,700.00	800.00	105.00	7.23	2,702.22	3,860.17	45
Greencastle	1,290.41	105.24	105.24	3.26	1,031.87	1,031.87	50
Grensburch	2,098.00	835.00	195.00	87.46	7,013.60	7,013.60	52
Greenville	1,800.00	100.00	232.50	10.06	4,713.60	4,713.60	54
Grove City	1,100.00	87.46	87.46	7.84	1,189.30	1,439.25	58
Hanover	1,600.00	800.00	137.25	7.84	2,045.09	2,751.25	59
Harrisburgh	3,100.00	10,800.00	.....	804.48	36,116.82	37,731.69	61
Hawley	1,000.00	.....	22.81	1.78	1,024.91	1,013.93	63
Hazleton	2,300.00	1,340.00	975.00	21.91	4,634.91	5,032.87	65
Holidaysburgh	1,600.00	100.00	190.99	8.96	1,890.99	1,890.99	68
Honesdale	1,400.00	100.00	124.55	13.13	1,524.55	1,524.55	70
Honesdale	400.00	400.00	370.00	9.04	1,537.07	1,844.64	71
Houtzdale	1,600.00	19.00	178.25	2.88	1,788.13	2,011.43	74
Hummelsstown	2,200.00	.....	75.00	3.56	1,277.56	1,277.56	77
Huntington	2,800.00	1,400.00	400.00	14.32	5,616.74	7,853.64	78
Indiana	1,800.00	600.00	137.50	13.44	2,570.94	4,298.12	82
Irwin	1,000.00	125.00	119.07	9.52	1,863.58	2,217.08	84
Jermyan	1,300.00	.....	144.00	16	83.58	83.58	85
Jersey Shore	2,435.82	1,300.00	700.00	2.88	1,446.88	989.05	86
Johnstown	18,656.82	1,900.00	82.50	81.76	12,291.52	6,365.05	89
Kane	4,256.86	1,500.00	82.50	3.52	1,586.03	2,670.83	90
Kennett Square	3,971.39	1,400.00	163.86	2.96	1,696.91	2,304.48	91
Kingston	3,410.95	100.00	105.00	4.56	1,080.56	1,750.39	94
Kittanning	6,363.76	1,700.00	126.00	11.06	2,040.06	4,323.72	96
Lancaster	41,090.61	2,903.00	4,395.51	180.66	19,045.90	23,044.71	98
Landisale	2,961.99	1,100.00	63.37	3.68	1,319.05	1,542.84	101
Latrobe	4,885.42	2,400.00	205.38	10.80	2,016.18	2,899.24	102
Lebanon	16,254.81	1,700.00	1,000.00	42.60	8,734.75	7,520.06	104
Lebanon	1,675.30	823.37	63.00	4.07	800.44	781.86	105
Lechburgh	2,583.64	1,200.00	115.50	2.56	1,318.06	1,295.59	108
Lehigh	6,763.36	1,900.00	195.00	10.08	2,305.08	4,458.28	110
Lewistown	6,118.45	1,376.63	291.14	8.92	1,583.68	4,584.77	112
Lewistown	2,010.33	1,100.00	72.47	2.02	1,174.49	835.84	115
Litz	11,239.24	2,200.00	700.00	26.04	4,370.04	6,804.20	118
Lock Haven	12,918.67	1,300.00	900.00	56.28	7,494.90	5,443.77	120
McKeesport	8,660.44	1,412.50	225.00	8.00	2,445.50	4,114.94	122
Manali	3,225.68	1,400.00	105.00	2.24	1,702.24	1,523.34	123
Manassah	8,391.70	1,400.00	71.10	6.16	1,577.26	1,814.44	124
Marion	6,278.28	1,900.00	249.00	8.32	2,287.32	4,020.96	125
Mauch Chunk	17,853.65	2,500.00	1,200.00	76.83	10,610.68	7,842.97	126
Meadville	6,951.61	1,700.00	138.75	6.80	2,145.55	3,906.06	128
Mechanicburgh	6,820.91	1,800.00	232.50	14.08	2,046.58	4,774.33	130
Meda	4,837.14	1,600.00	176.50	7.20	2,182.70	2,754.44	132
Mercer	2,539.19	1,100.00	93.75	8.12	1,190.87	1,962.32	134
Meyersdale	4,887.95	1,600.00	187.50	10.65	1,797.68	3,090.37	137
Middletown	2,418.70	1,100.00	56.25	2.48	1,158.73	1,259.97	140
Millburg	2,270.80	1,000.00	93.75	3.20	1,046.95	1,173.85	143
Millersburg	2,705.31	1,200.00	47.25	1.84	1,225.09	1,470.23	147
Milton	6,519.92	1,800.00	207.00	12.88	2,110.88	3,724.13	150
Minersville	3,519.10	244.51	81.81	1.88	874.13	4,400.04	153
Monaca	3,622.73	1,400.00	101.10	9.04	1,660.14	1,992.96	156
Monongahela City	4,387.08	1,600.00	207.75	4.00	1,531.75	1,856.33	158

Do.

Presidential from June 11, 1888.

Presidential from September 4, 1888.

Presidential from April 31, 1889.

## REPORT OF THE POSTMASTER-GENERAL.

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Presidential from September 11, 1898.

**In Government building.**

Presidential from September 1, 1883.

**In Government building.**

[illegible]

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889—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.
<b>INDIE ISLANDS—cont'd.</b>											
Providence	1	\$219,983.13	\$3,600.00	\$26,310.00	.....	\$1,385.02	\$48,421.56	\$77,735.58	\$142,247.55	35	In Government building.
Warren	3	3,220.19	1,300.00	.....	\$144.00	5.76	.....	1,449.76	1,776.43	45	
Westley	2	10,580.39	2,100.00	1,190.99	876.25	7.24	4,035.81	8,219.29	2,370.10	78	
Wormsbeck	2	13,782.00	2,400.00	1,133.15	710.00	19.74	5,838.49	10,121.38	3,661.52	73	
Total	.....	352,594.58	21,803.71	30,327.12	3,859.24	1,781.83	73,124.29	138,004.19	103,690.19	42	
<b>SOUTH CAROLINA.</b>											
Aiken	3	4,302.07	1,000.00	30.00	105.00	6.80	.....	2,101.80	2,200.27	40	
Anderson C. H.	3	3,992.77	1,500.00	200.00	108.75	2.90	.....	1,571.71	2,121.06	47	
Beaufort	3	3,410.80	1,500.00	200.00	172.50	3.76	.....	1,876.20	1,534.54	35	
Bennettsville	3	2,314.99	1,000.00	100.00	82.50	1.38	.....	1,183.83	1,131.11	51	
Camden	3	2,807.43	1,300.00	100.00	111.15	1.36	.....	1,512.51	1,294.98	54	
Charleston	1	68,134.30	3,200.00	12,342.36	.....	260.13	18,040.65	35,844.04	34,290.26	50	In Government building.
Chester	3	3,241.29	1,400.00	150.00	101.25	3.84	.....	1,715.00	1,520.20	53	
Columbia	2	18,934.54	2,500.00	2,500.00	.....	47.92	3,331.78	5,370.70	10,554.84	44	Do.
Darlington C. H.	3	2,754.18	1,100.00	.....	73.95	1.44	.....	1,175.39	1,578.79	43	
Florence	3	2,947.59	1,200.00	150.00	107.00	3.52	.....	1,450.52	1,487.07	50	
Georgetown	3	2,412.29	1,100.00	150.00	77.25	3.20	.....	1,330.45	1,081.84	55	
Greenville C. H.	2	10,458.43	2,500.00	1,165.00	329.42	18.00	1,421.13	5,133.55	5,324.88	49	
Marion	2	2,111.85	1,000.00	100.00	72.50	.80	.....	1,173.30	908.55	56	
Newberry C. H.	3	3,738.05	1,500.00	200.00	80.25	2.40	.....	1,791.05	1,917.00	48	
Orangeburg C. H.	3	3,431.11	1,400.00	300.00	153.75	2.08	.....	1,855.83	1,605.28	54	
Rock Hill	3	2,851.69	1,200.00	.....	28.63	1.04	.....	1,289.67	1,561.42	45	
Spartanburg	3	6,414.75	1,700.00	600.00	211.50	11.12	.....	2,529.62	3,892.13	40	
Sumter C. H.	3	4,724.35	1,600.00	200.00	120.00	2.72	.....	1,822.73	2,901.63	41	
Union	3	1,232.88	627.72	142.66	74.18	1.12	.....	845.08	387.20	68	Presidential from December 6, 1888.
Winnabow	3	2,307.27	1,100.00	70.00	63.57	2.10	.....	1,271.76	1,035.51	55	
Yorkville	3	2,312.72	1,100.00	100.00	94.75	1.28	.....	1,296.03	1,016.69	56	
Total	.....	154,893.41	30,837.72	10,076.92	2,476.90	379.06	22,798.56	75,534.16	79,341.25	49	
<b>TENNESSEE.</b>											
Athens	3	1,543.76	135.16	31.70	.....	.56	.....	169.51	1,374.25	11	Presidential from May 20, 1889.
Bristol	3	6,628.57	1,700.00	300.00	221.75	11.70	.....	2,333.45	4,395.12	34	
Brownsville	3	3,193.03	1,300.00	300.00	65.25	3.70	.....	1,408.93	1,784.08	53	
Chattanooga	2	54,331.92	3,100.00	7,980.00	376.00	287.87	10,757.86	22,500.73	31,831.19	41	
Chickasaw	2	10,628.70	2,100.00	1,100.00	330.80	102.12	.....	3,441.93	6,957.78	34	
Cleveland	3	4,046.01	1,400.00	250.00	101.25	4.40	.....	1,815.65	2,230.36	46	





No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenues.	Per cent. expense to gross receipts.	Remarks.
TEXAS—continued.											
Cuero.	3	\$3,392.26	\$1,410.00	\$200.00	\$150.00	\$6.64	.....	\$1,756.64	\$1,635.72	52	In Government building.
Dallas.	1	79,404.21	3,200.00	13,144.98	1,088.68	218.93	\$13,223.80	30,876.39	48,527.82	30	Do.
Deer.	3	3,312.61	1,200.00	350.00	120.00	2.16	.....	1,672.16	1,617.45	50	
Delton.	2	11,721.69	2,400.00	3,000.00	420.54	159.15	3,253.33	9,263.02	2,960.68	80	
Denton.	3	4,466.92	1,500.00	300.00	131.50	3.76	.....	1,937.26	2,529.66	43	
Euclid Pass.	3	4,274.48	1,300.00	258.33	138.65	1.68	.....	1,698.66	2,575.82	40	
El Paso.	2	15,465.77	2,400.00	2,500.00	697.45	118.10	2,636.33	7,751.88	7,713.89	50	
Ennis.	3	3,001.82	1,400.00	.....	161.25	3.52	.....	1,564.77	1,528.05	51	
Fort Worth.	2	34,585.48	2,700.00	5,554.84	383.45	152.47	7,706.61	16,497.37	18,088.11	48	
Gainesville.	2	9,417.51	2,100.00	1,000.00	48.10	8.24	.....	3,156.34	6,261.17	33	
Gardner.	1	28,230.85	3,100.00	10,700.00	.....	172.60	10,607.15	24,579.75	33,681.16	42	Do.
Gatesville.	3	3,322.79	1,200.00	150.00	77.50	.....	.....	1,457.50	1,865.29	61	
Georgetown.	3	3,729.75	1,500.00	250.00	157.50	2.08	.....	1,909.58	1,814.17	51	
Gonzales.	3	2,729.75	1,100.00	250.00	100.50	1.84	.....	1,452.34	1,270.35	54	
Greenville.	3	6,137.79	1,700.00	350.00	224.25	5.85	.....	2,280.10	3,857.69	37	
Hempstead.	3	1,996.80	1,100.00	100.00	100.50	1.28	.....	1,301.78	695.02	65	
Houston.	3	2,699.70	1,200.00	300.00	94.05	4.66	.....	1,598.71	1,100.99	59	
McKinney.	3	3,805.85	1,500.00	100.00	25.50	2.00	.....	1,617.50	2,178.35	43	
Honey Grove.	3	3,639.55	1,500.00	150.00	165.75	1.92	.....	1,815.67	1,823.88	50	
Houston.	2	40,659.70	2,900.00	9,140.00	1,311.85	209.51	8,678.09	22,290.45	18,369.31	55	
Houston.	2	4,086.63	1,500.00	80.00	149.00	24	.....	1,730.14	2,356.49	42	
Jefferson.	3	3,812.19	1,500.00	200.00	99.75	3.44	.....	1,803.19	2,009.00	47	
La Grange.	3	3,811.33	1,200.00	350.00	114.75	5.14	.....	1,669.80	2,141.44	64	
Lampasas.	3	7,947.91	1,600.00	250.00	124.05	4.72	.....	1,970.29	2,388.62	45	
Laredo.	3	7,942.55	1,800.00	862.40	225.00	4.72	.....	2,802.21	4,750.34	38	
Longview.	3	3,004.93	1,400.00	300.00	153.25	1.68	.....	1,854.93	1,150.00	62	
Luling.	3	2,181.67	1,000.00	90.00	33.75	2.08	.....	1,185.83	907.84	54	
Marlin.	3	4,715.27	1,600.00	200.00	195.00	7.94	.....	2,002.24	2,710.93	42	
Marlin.	3	6,513.33	1,100.00	.....	107.50	5.61	.....	1,208.06	1,307.67	48	
Mexia.	2	8,290.48	2,000.00	1,200.00	381.33	9.04	.....	3,500.27	4,620.11	44	
Mexia.	3	3,272.13	1,400.00	200.00	148.48	8.00	.....	1,849.28	1,422.85	57	
Mobilia.	3	1,688.43	1,100.00	.....	96.75	1.92	.....	1,070.96	359.76	70	
Mobilia.	3	1,615.35	1,000.00	.....	70.46	1.56	.....	1,010.00	353.39	71	
Nacato.	3	3,296.55	1,200.00	300.00	112.50	4.16	.....	1,200.00	1,300.79	54	
Orange.	3	3,296.55	1,200.00	300.00	112.50	4.16	.....	1,200.00	1,300.79	54	
Palatine.	3	9,604.77	2,300.00	1,400.00	274.75	8.31	.....	2,664.56	4,038.80	39	
Paris.	3	3,296.55	1,200.00	300.00	112.50	4.16	.....	1,200.00	1,300.79	54	
Rockdale.	3	2,891.01	1,101.10	91.67	54.16	2.72	1,083.86	5,501.17	4,038.43	58	
San Angelo.	3	4,892.66	1,500.00	150.00	101.25	1.16	.....	1,813.01	2,105.50	39	
San Antonio.	2	42,223.66	2,900.00	6,000.00	1,800.00	489.13	9,716.97	21,896.10	20,427.76	52	Delinquent April 1 to 30, 1889.
San Marcos.	3	3,214.50	1,400.00	1,000.00	154.50	3.04	.....	1,007.54	1,646.96	50	



Delinquent first quarter, 1889.  
In Government building.

Deficiency second quarter, 1889.

Presidential from December 1, 1888.

Deficiency from December 1, 1888.  
Presidential from December 1, 1888.  
Deficiency \$130.56.

In Government building.

Presidential from June 13, 1889.  
In Government building.

Sherman .....	2	13, 921.87	2, 400.00	1, 500.00	485.00	17.70	3, 513.89	7, 916.50	6, 003.28	57
Sulphur Springs .....	3	3, 298.89	1, 400.00	.....	165.00	3.96	.....	1, 568.00	1, 770.83	44
Taylor .....	3	4, 130.34	1, 600.00	200.00	142.50	2.64	.....	1, 845.14	2, 314.20	44
Tennille .....	3	5, 479.84	1, 700.00	249.30	236.66	5.68	.....	2, 191.64	3, 288.20	39
Terrell .....	3	6, 032.02	1, 700.00	100.00	31.02	3.32	.....	1, 834.64	3, 197.48	39
Texaskana .....	3	3, 034.64	1, 500.00	130.00	168.75	6.80	.....	1, 825.55	2, 109.09	28
Taylor .....	3	7, 918.00	1, 800.00	400.00	.....	9.28	.....	2, 209.28	5, 709.62	49
Victoria .....	3	3, 923.56	1, 500.00	400.00	115.77	10.16	.....	2, 035.93	1, 897.63	52
Waco .....	2	23, 602.48	2, 800.00	4, 000.00	.....	14.96	3, 026.91	9, 640.97	13, 961.51	41
Waxahatche .....	3	3, 703.44	1, 200.00	370.00	137.50	.....	.....	1, 707.50	1, 995.94	40
Weatherford .....	3	6, 088.27	1, 700.00	600.00	157.50	6.08	.....	2, 403.58	3, 624.69	40
Whiteborough .....	3	1, 233.55	584.24	175.00	88.35	24	.....	847.83	985.72	69
Wichita Falls .....	3	3, 235.29	1, 200.00	250.00	25.50	9.48	.....	1, 477.98	1, 757.58	40
Will's Point .....	3	680.07	642.66	87.50	80.47	.....	.....	816.61	.....	119
Total .....	.....	621, 128.87	29, 630.17	82, 603.21	14, 825.64	2, 018.40	72, 246.82	292, 324.24	328, 955.19	.....
Logan .....	3	3, 025.29	1, 200.00	180.00	84.00	2.48	.....	1, 466.46	1, 538.81	48
Ogden .....	2	18, 754.10	2, 400.00	2, 900.00	610.11	28.68	.....	5, 938.19	12, 815.91	32
Park City .....	3	4, 294.68	1, 600.00	100.00	172.60	1.52	.....	1, 774.02	2, 520.66	41
Provo City .....	3	3, 691.64	1, 300.00	.....	18.75	4.56	.....	1, 323.31	2, 278.33	37
Salt Lake City .....	1	49, 582.67	3, 000.00	6, 880.72	1, 682.55	546.00	6, 377.68	18, 406.25	31, 086.32	37
Total .....	.....	79, 258.58	9, 400.00	10, 069.72	2, 568.21	582.64	6, 377.68	28, 998.25	50, 290.33	195
VERMONT.										
Barre .....	3	6, 741.56	1, 700.00	200.00	951.25	4.09	.....	2, 155.25	4, 586.31	32
Bellows Falls .....	2	7, 000.25	2, 000.00	750.00	345.10	12.01	.....	8, 197.01	4, 892.34	39
Bennington .....	2	11, 145.84	2, 000.00	1, 000.00	780.55	40.71	.....	3, 820.56	7, 306.58	34
Bradford .....	3	2, 132.54	1, 000.00	76.00	111.00	1.84	.....	1, 289.56	1, 843.60	40
Bruden .....	3	2, 725.23	1, 500.00	200.00	131.25	3.84	.....	1, 836.09	1, 800.14	40
Brattleborough .....	3	17, 355.42	2, 000.00	1, 897.22	825.00	5.05	4, 318.89	7, 453.16	7, 325.95	55
Burlington .....	2	34, 506.32	2, 000.00	3, 300.00	.....	78.18	7, 763.84	14, 032.02	29, 571.80	41
Fair Haven .....	3	4, 250.52	1, 500.00	.....	150.00	2.72	.....	1, 032.72	1, 697.80	39
Ladlow .....	3	2, 407.33	1, 000.00	.....	98.50	1.36	.....	1, 197.25	1, 208.84	39
Middlebury .....	3	4, 008.32	1, 000.00	500.00	135.00	4.40	.....	2, 226.60	3, 068.72	49
Montpelier .....	2	13, 206.25	2, 300.00	1, 324.40	926.00	7.53	2, 654.05	7, 256.00	9, 070.19	54
Newport .....	3	3, 787.40	1, 500.00	.....	172.50	2.98	.....	1, 676.46	2, 111.94	44
Northfield .....	3	2, 445.93	1, 200.00	.....	127.50	1.82	.....	1, 329.42	1, 110.39	41
Poultney .....	3	3, 549.31	1, 500.00	112.50	112.50	3.04	.....	1, 615.54	1, 963.77	40
Proctor .....	3	210.11	34.40	.....	.....	16	.....	64.56	153.55	25
Ryland .....	2	19, 138.73	2, 500.00	3, 062.50	.....	96.08	5, 121.36	10, 789.54	8, 488.19	56
St. Albans .....	2	10, 920.62	2, 200.00	1, 800.00	480.00	5.00	1, 411.79	5, 897.39	9, 028.23	54
St. Johnsbury .....	2	10, 518.86	2, 100.00	1, 075.00	609.65	17.40	.....	3, 891.95	6, 710.91	54
Springfield .....	3	3, 657.48	1, 400.00	.....	132.75	1.79	.....	1, 534.54	2, 022.94	43
Swanton .....	3	2, 487.86	1, 400.00	90.00	87.75	1.88	.....	1, 278.11	1, 208.75	61
Vergennes .....	3	3, 460.47	1, 400.00	200.00	116.29	1.89	.....	1, 717.56	1, 732.77	59
Waterbury .....	3	.....	1, 400.00	.....	78.50	1.08	.....	1, 480.18	1, 980.29	43

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1899—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.
<b>VIRGINIA—continued.</b>											
West Randolph	3	\$3,812.44	\$1,500.00	\$200.00	\$172.50	\$2.08	.....	\$1,874.58	\$1,937.86	49	
White River Junction	3	3,798.45	1,400.00	200.00	108.75	3.12	.....	1,711.87	2,086.58	45	
Wooden	3	3,459.77	1,400.00	230.00	.....	3.44	.....	1,632.41	1,776.36	48	Do.
Wythe	3	2,282.00	1,100.00	.....	101.25	1.70	.....	1,293.01	1,059.98	53	
Wytheville	3	3,755.40	1,400.00	300.00	165.00	3.20	.....	1,808.20	1,947.20	50	
<b>Total.</b>	.....	188,746.28	43,251.40	16,495.18	6,248.69	318.41	\$21,359.93	87,576.61	101,169.64	46	
<b>VIRGINIA.</b>											
Arlington	3	3,997.32	1,500.00	300.00	150.00	3.20	.....	1,953.20	2,044.12	49	In Government building.
Alexandria	3	12,553.10	2,000.00	2,600.00	.....	113.60	3,248.34	8,261.94	4,291.16	66	
Berryville	3	2,502.40	1,000.00	74.00	111.00	1.08	.....	1,286.68	1,015.74	56	
Charlottesville	3	2,032.28	1,000.00	1,000.00	192.50	13.92	.....	3,106.42	4,532.80	41	
Christiansburg	3	2,340.00	1,000.00	.....	84.75	3.20	.....	1,188.04	1,157.96	51	
Culpeper	3	14,141.20	1,400.00	243.00	124.20	1.52	.....	1,768.72	1,425.47	55	
Danville	3	2,400.00	2,400.00	2,445.00	.....	19.28	3,923.31	8,137.50	6,006.45	58	Do.
Farmville	3	3,238.23	1,400.00	400.00	165.00	4.16	.....	1,993.19	1,207.07	61	
Fortress Monroe	3	3,499.90	1,800.00	400.00	30.90	7.04	.....	1,937.90	1,561.00	55	Do.
Fredericksburg	3	6,187.68	1,800.00	712.50	270.00	14.40	.....	2,826.90	3,360.78	46	
Front Royal	3	1,888.20	913.76	91.66	62.50	1.52	.....	1,071.44	816.76	51	
Glen Allen	3	1,616.50	1,000.00	.....	144.00	1.08	.....	1,008.08	638.42	61	
Gordonsville	3	2,742.30	1,300.00	250.00	144.00	64	.....	1,694.64	1,054.66	60	
Hampton	3	0,278.32	1,700.00	100.00	213.75	8.68	.....	2,022.43	4,205.69	32	
Harrisonburg	3	4,347.94	1,500.00	969.00	.....	6.92	.....	2,506.31	1,841.63	58	
Leesburg	3	3,426.85	1,400.00	300.00	147.01	3.21	.....	1,852.22	1,574.63	54	
Lexington	3	5,659.21	1,600.00	500.00	240.00	6.08	.....	2,318.08	3,341.13	40	
Liberty	3	5,166.58	1,600.00	300.00	200.05	6.70	.....	2,106.75	3,079.83	41	
Luray	3	2,707.04	1,200.00	160.00	112.50	2.18	.....	1,414.98	1,292.06	52	
Lynchburg	3	31,492.74	2,800.00	5,966.00	.....	127.66	7,922.57	16,129.23	15,372.51	51	Do.
Manchester	3	2,658.42	1,100.00	.....	111.00	6.80	.....	1,217.80	1,440.62	40	
Marion	3	1,261.82	612.77	.....	101.74	1.28	.....	715.79	549.03	57	Presidential from Dec. 11, 1888.
Martinsville	3	1,086.31	530.78	75.53	75.57	1.78	.....	719.60	373.65	66	Presidential from Dec. 10, 1888.
Newport News	3	3,307.87	1,400.00	98.32	165.00	0.32	.....	1,035.04	1,638.23	50	
Norfolk	3	54,661.53	3,100.00	9,176.00	.....	104.89	13,962.61	26,457.50	28,204.03	48	
Petersburg	3	21,268.93	2,600.00	3,300.00	.....	76.48	7,270.26	13,140.74	8,123.19	62	Do.
Pocahontas	2	10,360.08	1,300.00	.....	182.75	2.08	.....	1,434.83	1,417.93	82	
Portsmouth	2	172,720.65	2,100.00	950.00	490.00	102.77	3,692.82	7,333.69	6,014.49	70	
Richmond	2	17,363.37	3,400.00	24,235.80	2,211.00	886.61	27,376.14	68,108.99	114,611.66	34	Do.
Roanoke	1	3,488.18	2,300.00	1,200.00	.....	16.12	1,284.15	5,325.95	11,970.42	30	
Salem	2	3,852.76	1,500.00	.....	159.97	5.84	.....	1,005.81	1,822.37	45	

Presidential from April 1, 1889.

South Boston.....	3	584.56	275.00	60.00	.....	56	.....	355.56	249.00	58
Stanton.....	2	15,330.26	2,400.00	2,200.00	543.05	36.00	3,499.33	8,678.38	6,660.88	57
Suffolk.....	2	8,801.50	1,500.00	200.00	138.75	5.52	.....	1,814.27	2,050.52	38
University of Virginia.....	2	3,617.72	1,500.00	.....	112.50	4.72	.....	1,019.50	1,797.50	45
Warrenton.....	2	8,914.20	1,500.00	349.99	165.00	4.17	.....	2,019.16	7,048.13	53
Winchester.....	2	7,804.23	1,000.00	850.00	.....	15.68	.....	2,765.68	5,042.55	20
Woodstock.....	2	4,188.84	1,000.00	149.86	85.63	1.46	.....	1,297.35	5,921.49	57
Wytheville.....	2	4,406.14	1,500.00	350.00	148.50	6.62	.....	2,005.12	2,455.02	43
Total.....	.....	457,907.51	62,962.31	59,945.65	7,389.70	1,725.00	70,819.53	202,843.70	253,113.72	44

Delinquent first and second quarters, 1889.

Colfax.....	3	3,894.52	425.00	175.00	.....	.....	.....	600.00	3,294.52	16
Dayton.....	3	3,516.44	1,500.00	200.00	27.75	56	.....	1,898.31	1,688.13	52
Ellensburg.....	3	5,678.31	1,000.00	195.75	.....	2.91	.....	1,797.90	3,880.32	32
North Yakima.....	3	3,707.38	1,100.00	500.00	111.00	1.12	.....	1,712.12	2,055.26	45
Olympia.....	3	5,232.35	1,000.00	500.00	200.25	3.23	.....	2,365.53	2,972.82	44
Pomeroy.....	3	1,881.20	1,000.00	.....	20.25	1.52	.....	940.68	910.61	51
Port Townsend.....	3	6,285.94	1,500.00	.....	834.11	3.72	.....	9,406.73	3,706.21	40
Seattle.....	3	4,518.04	2,000.00	5,300.11	1,123.07	96.24	5,482.12	15,216.04	30,671.00	33
Spokane Falls.....	3	25,131.21	2,400.00	2,721.64	595.00	34.51	1,567.73	7,818.58	17,812.63	20
Tacoma.....	3	3,861.10	1,400.00	165.00	.....	27.29	.....	1,595.90	2,295.14	40
Spokane Falls.....	3	37,997.66	2,500.00	729.57	165.00	27.29	4,060.23	10,274.00	27,713.57	27
Tacoma.....	3	2,078.39	1,200.00	157.50	.....	2.24	.....	1,326.74	1,448.65	51
Vancouver.....	3	11,437.44	2,200.00	1,000.00	626.00	6.80	938.28	5,263.08	6,172.36	46
Walla Walla.....	3	157,490.07	20,883.70	15,572.18	3,608.91	180.09	12,654.36	52,890.85	104,590.22	34
Total.....	.....	157,490.07	20,883.70	15,572.18	3,608.91	180.09	12,654.36	52,890.85	104,590.22	34

## WEST VIRGINIA.

In Government building.

Do.

Charleston.....	2	14,262.85	2,300.00	1,600.00	.....	2.72	2,437.19	6,336.91	7,922.94	44
Charleston.....	3	4,032.17	1,000.00	100.00	187.50	4.90	.....	1,802.46	2,146.71	47
Charlestown.....	3	4,890.03	1,300.00	212.50	127.50	14.60	.....	2,142.50	2,747.73	44
Fairmont.....	3	3,011.03	1,300.00	200.00	75.00	6.72	.....	1,594.22	1,416.81	53
Grafton.....	3	3,701.20	1,500.00	200.00	172.50	13.20	.....	1,184.94	1,905.89	50
Hinton.....	3	2,070.49	802.50	131.25	90.55	6.64	.....	1,884.94	885.55	57
Huntington.....	3	7,521.08	1,800.00	325.00	276.00	13.92	.....	2,408.92	5,112.16	32
Kesey.....	3	1,475.68	57.00	84.50	84.50	1.60	.....	821.63	654.05	56
Martinsburg.....	3	6,713.24	1,800.00	120.00	120.00	14.96	.....	2,334.96	4,378.28	35
Morgantown.....	3	3,022.25	1,200.00	160.00	68.25	3.84	.....	1,422.09	1,600.16	47
Moundsville.....	3	2,090.41	1,300.00	2,250.00	78.10	3.52	.....	1,381.62	1,314.79	51
Parkersburg.....	2	15,365.20	2,400.00	2,250.00	.....	44.48	3,198.83	7,891.31	7,773.89	51
Pleasant.....	3	4,549.62	1,400.00	150.00	90.00	4.32	.....	1,465.53	3,084.09	52
Point Pleasant.....	3	2,471.33	1,200.00	.....	104.25	3.92	.....	1,443.92	1,027.41	58
Wellburg.....	3	2,877.45	1,300.00	249.75	120.35	3.84	.....	1,408.09	1,400.36	49
Weston.....	3	2,764.41	1,300.00	.....	235.52	5.74	.....	1,675.88	1,088.63	61
Wheeling.....	1	47,373.01	3,000.00	9,391.76	.....	378.70	11,673.89	24,391.17	23,078.44	51
Total.....	.....	128,901.14	26,041.63	18,617.26	1,649.75	378.70	17,307.01	61,594.65	67,306.49	54

Presidential from August 16, 1889.

Presidential from November 19, 1889.

In Government building.

Do.

Charleston.....	2	14,262.85	2,300.00	1,600.00	.....	2.72	2,437.19	6,336.91	7,922.94	44
Charleston.....	3	4,032.17	1,000.00	100.00	187.50	4.90	.....	1,802.46	2,146.71	47
Charlestown.....	3	4,890.03	1,300.00	212.50	127.50	14.60	.....	2,142.50	2,747.73	44
Fairmont.....	3	3,011.03	1,300.00	200.00	75.00	6.72	.....	1,594.22	1,416.81	53
Grafton.....	3	3,701.20	1,500.00	200.00	172.50	13.20	.....	1,184.94	1,905.89	50
Hinton.....	3	2,070.49	802.50	131.25	90.55	6.64	.....	1,884.94	885.55	57
Huntington.....	3	7,521.08	1,800.00	325.00	276.00	13.92	.....	2,408.92	5,112.16	32
Kesey.....	3	1,475.68	57.00	84.50	84.50	1.60	.....	821.63	654.05	56
Martinsburg.....	3	6,713.24	1,800.00	120.00	120.00	14.96	.....	2,334.96	4,378.28	35
Morgantown.....	3	3,022.25	1,200.00	160.00	68.25	3.84	.....	1,422.09	1,600.16	47
Moundsville.....	3	2,090.41	1,300.00	2,250.00	78.10	3.52	.....	1,381.62	1,314.79	51
Parkersburg.....	2	15,365.20	2,400.00	2,250.00	.....	44.48	3,198.83	7,891.31	7,773.89	51
Pleasant.....	3	4,549.62	1,400.00	150.00	90.00	4.32	.....	1,465.53	3,084.09	52
Point Pleasant.....	3	2,471.33	1,200.00	.....	104.25	3.92	.....	1,443.92	1,027.41	58
Wellburg.....	3	2,877.45	1,300.00	249.75	120.35	3.84	.....	1,408.09	1,400.36	49
Weston.....	3	2,764.41	1,300.00	.....	235.52	5.74	.....	1,675.88	1,088.63	61
Wheeling.....	1	47,373.01	3,000.00	9,391.76	.....	378.70	11,673.89	24,391.17	23,078.44	51
Total.....	.....	128,901.14	26,041.63	18,617.26	1,649.75	378.70	17,307.01	61,594.65	67,306.49	54

No. 10—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1889—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.
WISCONSIN.											
Antigo.....	3	\$5,033.87	\$1,500.00	\$300.00	\$172.50	\$4.16	\$1,309.50	\$1,876.65	\$3,177.21	37	
Appleton.....	2	13,083.09	2,400.00	1,800.00	832.14		4,428.37	8,401.70	4,681.39	64	
Ashland.....	3	14,258.85	2,400.00	2,000.00	600.00			9,428.37	4,830.48	66	
Augusta.....	3	2,145.14	1,100.00		90.00	48		1,196.48	948.66	50	
Barraboo.....	3	6,005.04	1,800.00	300.00	270.00	4.00		2,374.00	3,631.04	39	
Beaver Dam.....	3	5,109.73	1,600.00		270.00	4.72		1,814.72	3,295.01	35	
Beloit.....	2	11,538.22	2,200.00	1,300.00	900.67	16.30		4,422.97	7,115.25	38	
Berlin.....	3	6,183.74	1,700.00	160.00	105.00	4.32		1,971.82	4,212.42	32	
Black River Falls.....	3	4,305.63	1,500.00	200.00	172.50	2.00		1,974.50	2,331.13	46	
Boscobel.....	3	2,284.65	1,100.00	100.00	111.00	.90		1,311.89	972.66	57	
Brotherton.....	3	2,778.40	1,200.00	130.00	105.00	2.10		1,457.16	1,321.24	52	
Burlington.....	3	2,808.81	1,300.00		144.00	3.55		1,447.55	1,461.26	50	
Chilton.....	3	315.39	211.54			.16		211.70	103.69	67	
Chippewa Falls.....	2	8,955.74	2,200.00	1,200.00	579.78	6.02	1,406.15	5,461.85	3,503.79	61	
Clinton.....	3	2,365.72	1,100.00	150.00	111.00	1.12		1,362.12	943.60	58	
Columbus.....	3	5,579.63	1,700.00		232.50	2.95		1,835.46	3,644.17	35	
Cumberland.....	3	1,519.34	883.15		101.25	.72		956.12	534.22	65	
Delavan.....	3	2,985.14	1,400.00	100.00	105.00	.40		1,665.40	1,319.74	56	
De Pere.....	3	4,201.68	1,500.00		180.00	2.40		1,652.40	2,600.28	39	
Dodgeville.....	3	3,471.66	1,400.00	80.00	165.00	1.92		1,645.92	1,825.74	54	
Eau Claire.....	3	10,802.03	2,500.00	2,244.39	1,500.00	.56		1,311.56	1,190.10	54	
Edgerton.....	2	2,328.08	1,100.00	200.00	1,500.00	71.77	6,975.10	13,291.86	6,570.17	67	
Elkhorn.....	3	2,732.18	1,300.00		103.82	.40		1,404.22	923.86	65	
Evansville.....	3	2,987.82	1,300.00		105.00	1.20		1,406.20	1,581.62	51	
Florence.....	3	2,987.58	1,300.00		81.00	.40		1,381.40	1,606.42	46	
Fond du Lac.....	3	14,821.82	2,400.00	2,800.00	1,130.33	.72	4,700.34	11,139.67	3,702.15	75	
Fort Atkinson.....	2	5,600.08	1,700.00	250.00	235.00	2.72		2,177.72	3,421.36	39	
Fort Howard.....	3	3,114.34	1,200.00	500.00	137.00	3.68		1,831.18	1,283.16	59	
Grand Rapids.....	3	2,114.42	1,100.00	100.00	111.00	1.28		1,312.28	1,802.14	60	
Green Bay.....	2	12,092.06	2,300.00	1,369.99	404.28	18.00		4,152.27	7,939.79	34	
Hayward.....	3	4,322.33	1,300.00		132.25	1.44		1,423.69	2,908.64	50	
Hudson.....	3	4,322.33	1,300.00		210.00	7.60		1,979.60	2,342.79	46	
Harley.....	3	3,030.85	1,350.00		130.00	1.20		1,551.20	1,479.65	45	
Janesville.....	2	17,212.21	2,500.00	2,482.33	1,355.87	4.06	4,309.90	10,713.12	6,499.09	62	
Jefferson.....	3	6,801.26	1,500.00		150.00	3.12		2,295.80	4,505.46	43	
Kenosha.....	3	2,031.56	1,000.00	200.00	101.25	8.80		1,101.81	930.75	54	
Kilbuck City.....	3	25,707.52	2,800.00	3,700.00	1,840.00	141.86	9,412.79	17,840.65	17,872.87	60	
La Crosse.....	2	4,276.21	1,600.00	70.00	141.25	2.24		1,819.40	2,456.81	43	
Lake Geneva.....	3	3,014.11	1,300.00	180.00	141.30	1.04		1,622.34	1,391.77	54	
Lancaster.....	3										

Presidential from August 13, 1888.

Delinquent, second quarter, 1889.

**In Government building.**

**In Government building.**

Presidential from November 21, 1888.  
Presidential from December 10, 1888.  
Delinquent first quarter, 1889.  
Delinquent April 1 to 30, 1889.

**Delinquent April 1 to 30, 1889.**

Presidential from August 9, 1888; delinquent first quarter 1889.

Presidential from November 20, 1888.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue at post-offices for the fiscal year ended June 30, 1889.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hrs.	Lighting fuel.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
<b>WYOMING.</b>									
Buffalo.....	3	\$2,240.69	\$998.90		\$120.00			37	
Cheyenne.....	2	13,012.65	2,400.00	\$2,340.00	986.33	\$27.49	21	04	
Evansville.....	3	3,923.49	1,500.00		16.50			66	
Laramie.....	2	8,452.66	2,000.00	767.00	64.00	4.14		56	
Ravalli.....	3	3,532.73	1,500.00	250.00	127.50	3.12		39	
Rock Springs.....	3	2,597.26	1,825.00		105.00	1.28		55	
Total.....		34,049.50	9,223.90	3,357.00	1,382.33	30.63	2,180.13	17,800.37	

ust 13, 1888.



No. 11. — *Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1889.*

States and Territories.	Balance from last year.	Domestic money-orders issued.			Postal-notes issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	\$23,126.93	170,264	\$2,051,456.16	\$16,222.97	69,498	\$122,452.84	\$2,088.60
Arizona	11,370.98	35,326	652,880.27	4,336.09	15,332	30,038.43	460.32
Arkansas	38,316.12	159,608	2,180,600.55	16,346.19	87,113	155,521.10	2,616.00
California	114,569.97	384,610	5,245,822.10	39,667.49	193,472	373,065.90	5,814.03
Colorado	69,297.40	206,252	2,700,505.89	20,212.57	113,518	210,286.16	3,410.70
Connecticut	10,444.30	125,043	1,309,041.51	11,016.55	93,991	170,506.19	2,822.61
Dakota	21,409.02	106,700	1,100,650.92	9,360.38	122,259	216,553.16	3,672.33
Delaware	1,936.88	13,458	148,870.04	1,221.29	14,043	26,766.27	421.71
District of Columbia	17,735.41	49,908	701,975.88	5,158.72	26,897	50,760.58	809.70
Florida	20,295.10	101,672	1,130,814.88	9,261.09	56,085	97,870.69	1,685.49
Georgia	29,665.22	187,951	2,290,897.85	18,066.39	113,421	213,088.84	3,406.17
Idaho	31,487.06	29,558	512,721.64	3,485.77	16,925	33,086.13	508.23
Illinois	109,729.00	753,653	7,671,223.02	65,488.43	505,744	893,818.48	15,203.10
Indiana	34,326.79	406,234	3,900,652.70	34,361.44	265,048	459,489.14	7,958.49
Indian Territory	1,594.04	9,492	139,955.84	1,019.10	6,854	13,203.18	205.80
Iowa	68,453.02	525,866	4,746,563.70	43,248.90	503,130	838,844.17	15,108.75
Kansas	50,501.91	477,850	4,282,769.90	39,090.11	384,267	635,637.18	11,539.02
Kentucky	10,939.18	132,753	1,311,168.65	11,340.50	74,023	129,723.44	2,223.99
Louisiana	37,123.25	148,600	2,508,851.83	17,353.67	38,110	69,825.51	1,156.20
Maine	18,080.80	99,789	1,230,765.83	9,644.33	75,394	137,425.19	2,265.66
Maryland	87,415.73	67,325	868,392.72	6,682.31	61,748	120,272.27	1,854.93
Massachusetts	50,327.76	317,149	3,651,813.48	29,340.73	236,248	439,228.10	7,100.43
Michigan	61,104.14	470,588	4,774,317.14	40,830.62	334,359	585,102.38	10,038.45
Minnesota	42,011.30	239,250	2,426,904.12	20,718.31	171,184	300,910.10	5,144.25
Mississippi	25,969.44	198,335	2,508,807.68	19,538.63	59,166	102,065.18	1,776.93
Missouri	58,005.39	451,051	4,813,827.79	40,162.49	303,429	533,059.23	9,114.21
Montana	31,068.57	59,230	956,832.79	6,678.77	41,062	78,781.12	1,233.99
Nebraska	26,532.59	208,720	1,864,005.62	16,962.07	215,808	349,857.40	6,480.06
Nevada	6,963.82	30,128	516,486.98	3,548.77	11,514	23,407.81	345.72
New Hampshire	6,907.79	60,712	618,744.03	5,296.84	61,852	115,028.55	1,857.75
New Jersey	14,153.96	115,063	1,453,525.31	11,278.34	74,844	133,194.26	2,249.01
New Mexico	17,823.87	35,639	470,638.70	3,566.83	20,707	39,425.92	622.08
New York	126,381.06	718,407	8,399,496.28	66,920.92	513,751	946,595.55	15,448.41
North Carolina	20,470.31	140,484	1,665,201.39	13,327.23	81,632	159,047.67	2,511.90
Ohio	54,474.20	642,649	6,282,187.51	54,666.64	454,727	796,885.01	13,662.12
Oregon	107,246.34	101,414	1,613,976.58	11,358.69	56,647	102,130.59	1,703.79
Pennsylvania	81,903.79	554,758	6,090,091.04	50,299.75	435,716	792,453.21	13,087.59
Rhode Island	6,448.46	40,819	485,958.58	3,843.72	22,932	40,213.56	688.95
South Carolina	19,042.89	108,464	1,188,986.61	9,867.03	52,396	99,937.73	1,573.35
Tennessee	25,314.64	169,851	1,958,371.81	15,791.36	73,458	129,750.85	2,206.26
Texas	103,769.59	553,804	8,116,142.94	59,295.00	264,444	453,261.42	7,940.40
Utah	20,280.05	35,854	565,111.77	3,981.28	20,142	40,529.57	604.95
Vermont	5,696.01	56,588	548,109.52	4,792.25	49,720	86,878.90	1,493.82
Virginia	15,351.52	126,188	1,390,870.20	11,445.35	79,705	149,467.33	2,394.24
Washington	21,417.08	95,318	1,551,116.63	10,809.14	48,772	90,293.94	1,467.99
West Virginia	5,781.35	55,006	551,707.55	4,749.48	42,847	76,803.44	1,287.24
Wisconsin	44,816.27	333,160	3,573,118.31	29,863.56	222,087	397,822.23	6,670.71
Wyoming	7,279.84	25,573	368,513.55	2,689.42	14,699	27,804.83	441.39
Total	1,722,360.05	10,130,140	115,081,845.79	933,607.50	6,802,720	12,082,190.73	204,377.82

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	International orders issued.			Number certifi- cates of deposit.	Deposits re- ceived from postmasters.	Drafts on postmaster New York.
	Number.	Amount.	Fees.			
Alabama	2,535	\$43,911.28	\$516.75	12,969	\$1,120,112.87	\$40,848.00
Arizona	454	10,326.21	114.20		22,859.00	
Arkansas	992	15,803.95	199.55	14,352	1,069,018.57	60,015.00
California	48,109	906,145.45	10,376.40	24,368	4,165,771.18	88,100.00
Colorado	19,625	443,500.99	4,917.30	14,717	1,712,408.22	36,676.58
Connecticut	23,310	333,254.64	4,145.50	7,877	481,699.97	192,384.00
Dakota	3,618	69,204.50	806.85	2,038	155,389.81	111,790.00
Delaware	1,773	24,197.03	305.70			6,770.00
District of Columbia	7,855	181,520.31	2,106.10	6,478	1,085,563.92	6,500.00
Florida	1,547	31,768.86	364.35	6,710	362,167.67	35,125.00
Georgia	2,960	60,353.14	693.50	28,150	1,714,982.80	248,450.00
Idaho	539	12,661.61	143.10	645	110,990.00	3,865.00
Illinois	69,513	987,990.22	12,440.30	105,916	8,183,987.11	1,565,618.00
Indiana	7,668	95,558.02	1,261.25	28,869	1,403,813.85	959,975.00
Indian Territory	13	130.98	2.00			
Iowa	8,344	100,621.16	1,354.45	61,139	2,116,010.70	855,469.07
Kansas	4,465	58,110.56	763.50	4,857	278,934.31	812,832.00
Kentucky	3,932	58,313.84	725.80	11,769	616,907.52	218,206.00
Louisiana	7,596	175,309.99	1,946.00	28,807	4,220,630.09	2,205.00
Maine	6,837	112,912.81	1,372.25	12,879	904,410.83	73,035.00
Maryland	8,346	111,983.02	1,440.15	13,798	870,849.28	57,233.00
Massachusetts	89,917	1,269,474.77	15,830.15	32,939	2,686,260.15	336,649.50
Michigan	32,012	462,289.27	5,809.15	39,628	1,948,200.73	751,069.00
Minnesota	13,796	208,677.52	2,597.20	32,852	1,870,866.08	288,520.00
Mississippi	541	9,561.73	112.00			94,290.00
Missouri	17,706	284,739.64	3,457.30	138,465	7,376,199.58	300,969.00
Montana	9,568	220,172.41	2,400.00	5,440	760,637.13	2,015.00
Nebraska	5,126	69,344.03	887.00	27,519	1,560,007.00	130,410.00
Nevada	1,560	33,937.08	377.10		980.00	
New Hampshire	4,971	67,374.70	860.75			62,680.00
New Jersey	43,138	557,348.42	7,150.25	1,652	88,027.81	265,331.40
New Mexico	827	18,239.41	206.50	5,303	337,288.44	16,970.00
New York	201,433	2,735,388.85	34,628.65	82,241	35,448,300.09	1,177,578.45
North Carolina	983	20,709.60	239.90	5,774	302,522.33	1,135,645.00
Ohio	33,458	438,962.99	5,670.50	69,460	3,187,436.34	1,096,232.65
Oregon	5,138	107,490.08	1,221.25	16,487	2,092,376.01	42,850.00
Pennsylvania	77,187	1,020,122.20	13,076.85	62,267	5,133,091.61	463,636.67
Rhode Island	13,828	191,277.87	2,414.30	2,856	201,815.29	2,005.00
South Carolina	1,139	24,487.59	329.50	12,181	690,082.13	78,156.00
Tennessee	2,746	46,647.44	557.10	23,969	1,524,428.21	119,816.35
Texas	7,585	119,953.26	1,467.15	53,377	4,646,373.64	269,228.00
Utah	3,279	52,154.72	642.00	5,190	487,810.37	44,465.00
Vermont	3,854	59,117.72	729.10			120,989.94
Virginia	2,944	56,410.03	661.90	19,662	1,817,747.07	275,499.00
Washington	6,023	135,788.58	1,521.00		19,966.30	
West Virginia	973	14,044.89	178.35			52,175.00
Wisconsin	15,182	194,568.45	2,551.45	35,958	2,440,303.26	325,968.00
Wyoming	1,496	28,484.21	325.60			7,080.00
Total	824,427	12,280,516.67	151,845.60	1,059,156	104,683,222.35	11,868,242.61



No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Transferred from post-office fund.	Gain.	Premium.	Balance due post-masters.	Domestic money-orders.			
					Paid.		Repaid.	
					No.	Amount.	No.	Amount.
Alabama	\$1,312.10			\$277.82	81,637	\$1,136,778.63	1,436	\$13,170.67
Arizona	71.22			18.01	8,265	239,562.04	302	5,913.68
Arkansas	1,294.33			280.22	68,726	1,064,980.52	1,601	16,706.63
California	30,174.80	\$1.25		834.75	204,139	4,988,898.53	3,428	45,445.04
Colorado	5,900.25	.83		374.94	104,023	1,723,907.85	1,888	30,931.33
Connecticut	4,387.06			264.81	132,414	1,307,495.21	713	6,998.66
Dakota	4,298.04			373.71	39,893	580,240.63	1,069	11,051.93
Delaware	819.93			20.49	7,500	104,777.40	86	969.89
District of Columbia					81,204	861,502.01	274	3,891.89
Florida	6,935.09	2.30	\$69.50	321.10	49,722	691,627.84	1,071	10,090.03
Georgia	3,550.62			424.46	165,798	2,019,609.02	1,440	15,380.01
Idaho	514.57	33.30		16.74	6,982	180,044.30	206	3,601.40
Illinois	28,674.41	.73		3,025.27	1,268,283	11,689,019.51	5,327	54,965.33
Indiana	13,743.94	1.06		1,407.59	315,814	3,755,371.97	2,780	23,454.26
Indian Territory				124.54	1,545	30,163.15	71	630.79
Iowa	18,391.28	2.20		1,291.33	335,835	3,706,918.82	4,035	34,411.80
Kansas	39,277.27			1,387.57	263,915	3,392,175.01	4,513	38,616.48
Kentucky	6,508.68			292.05	131,612	1,373,722.05	1,133	10,280.44
Louisiana	1,328.53			284.75	188,976	2,672,046.70	1,066	14,525.98
Maine	6,411.89	.73		390.23	97,078	1,185,370.24	491	5,093.93
Maryland	3,655.60			289.28	105,119	1,417,354.76	430	5,470.89
Massachusetts	25,954.23	.54		586.63	597,506	4,929,792.33	1,805	19,331.62
Michigan	28,216.20	1.46		873.15	348,659	4,062,219.24	3,626	34,647.66
Minnesota	179,358.33			563.80	494,933	2,270,072.22	1,868	18,760.21
Mississippi	1,241.16		3.35	1,043.62	67,376	895,779.43	1,584	15,166.44
Missouri	24,174.50			1,421.03	619,533	7,706,689.56	3,694	38,754.19
Montana	510.26			153.27	15,596	313,567.59	503	7,779.11
Nebraska	11,164.54	2.19		1,233.34	111,084	1,607,932.25	2,043	17,297.70
Nevada	22.39			41.21	7,018	127,805.54	234	3,729.57
New Hampshire	6,985.00			168.30	37,480	476,221.43	340	3,126.15
New Jersey	9,419.28			605.64	101,231	1,412,389.03	789	10,139.27
New Mexico	689.75			55.71	9,409	182,453.87	331	4,182.26
New York	44,765.29	107.37		3,025.70	1,626,572	14,977,939.21	3,177	61,702.75
North Carolina	5,573.69			552.85	68,870	915,591.85	1,015	9,690.43
Ohio	18,412.96	1.51		2,091.15	729,429	7,267,612.55	4,368	40,069.35
Oregon	1,081.80			89.57	59,309	1,321,902.93	302	14,958.97
Pennsylvania	21,277.78	.37		2,048.35	670,376	6,591,617.05	4,317	45,912.65
Rhode Island	170.00			57.51	27,883	350,561.86	248	3,129.46
South Carolina	1,245.48			169.54	52,362	643,694.96	686	6,325.09
Tennessee	15,118.34			463.91	171,898	2,350,927.09	1,357	13,180.95
Texas	18,731.63			1,117.27	297,780	5,353,907.41	4,897	57,320.48
Utah	754.76			43.31	21,315	436,577.97	285	4,754.91
Vermont	5,710.89			249.02	37,386	477,965.09	270	3,090.61
Virginia	5,713.65	1.10		274.34	114,014	1,594,212.65	901	8,141.98
Washington	10,297.26			62.00	32,224	753,188.75	1,022	15,792.21
West Virginia	4,336.27			44.40	25,294	334,467.89	386	3,116.20
Wisconsin	13,062.22			967.54	246,118	2,971,061.50	2,347	21,935.90
Wyoming	264.62			20.43	5,794	107,257.66	260	3,611.46
Total	631,527.64	157.00	56.85	29,756.41	10,051,909	114,447,868.90	70,634	834,038.04

## 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 .....	28,206	\$55,649.33	763	\$1,362.89	283	\$7,412.23	9	\$182.39
Arizona .....	2,833	6,412.20	166	1,350.77	44	1,524.78	.....	.....
Arkansas .....	31,891	65,781.30	801	1,471.03	350	9,635.62	5	22.29
California .....	135,119	283,005.56	2,242	4,641.86	10,888	249,736.11	163	2,093.46
Colorado .....	51,032	112,268.25	1,740	3,568.27	2,107	53,883.42	41	951.32
Connecticut .....	103,699	162,345.54	1,213	2,568.73	5,490	70,895.19	64	730.66
Dakota .....	34,317	61,602.78	1,634	2,834.18	1,635	49,796.46	14	182.25
Delaware .....	4,779	10,001.00	133	226.65	221	4,093.13	6	50.24
District of Columbia .....	81,759	124,059.67	448	907.48	4,960	35,143.94	30	518.31
Florida .....	23,297	43,628.00	809	1,499.87	822	18,918.98	4	70.06
Georgia .....	87,617	168,081.33	1,473	3,212.51	409	7,740.73	5	41.06
Idaho .....	2,666	6,444.30	150	345.75	84	2,552.54	4	142.15
Illinois .....	892,494	1,540,277.52	5,414	10,415.25	25,688	438,938.51	212	2,902.72
Indiana .....	147,379	324,006.98	2,496	4,516.36	3,315	67,662.03	24	411.16
Indian Territory .....	771	1,548.63	73	143.36	7	148.33	.....	.....
Iowa .....	233,695	439,827.79	4,648	7,717.82	3,988	98,869.44	28	825.06
Kansas .....	151,657	279,690.82	4,201	7,219.78	1,968	51,135.46	26	520.27
Kentucky .....	61,668	111,140.53	978	1,791.14	1,018	24,977.97	12	95.92
Louisiana .....	306,943	484,011.93	566	1,102.73	2,244	41,152.04	19	287.25
Maine .....	68,150	111,148.74	635	1,215.20	3,683	47,102.86	21	261.46
Maryland .....	64,756	130,490.70	1,342	2,126.13	2,362	49,245.55	21	295.23
Massachusetts .....	442,805	768,119.03	2,928	5,843.67	24,367	331,160.77	263	3,632.45
Michigan .....	222,187	411,965.14	3,819	7,036.23	11,493	219,814.29	120	2,682.15
Minnesota .....	131,005	246,582.20	2,317	4,488.15	6,264	163,419.37	56	665.26
Mississippi .....	19,406	39,333.71	724	1,282.46	90	1,918.28	5	26.95
Missouri .....	394,995	735,864.96	8,715	7,019.37	5,364	119,067.94	60	754.58
Montana .....	10,027	20,893.66	450	1,014.01	778	20,161.68	22	361.43
Nebraska .....	96,399	181,718.23	2,511	4,321.69	2,213	65,212.82	29	427.11
Nevada .....	2,270	5,140.69	103	224.93	114	3,508.41	3	56.90
New Hampshire .....	28,497	57,750.73	498	992.61	714	12,790.46	19	368.12
New Jersey .....	68,687	105,208.00	1,159	2,158.58	6,898	130,279.83	123	1,304.91
New Mexico .....	4,038	8,557.78	245	522.48	102	3,140.57	2	28.90
New York .....	1,210,584	2,027,896.80	6,249	11,565.49	82,906	1,177,862.78	541	6,559.25
North Carolina .....	39,313	82,614.71	1,066	2,056.20	173	4,283.77	6	17.29
Ohio .....	505,690	866,168.34	5,061	9,676.59	10,583	198,221.17	105	1,128.64
Oregon .....	25,293	51,236.86	840	1,749.77	1,492	34,963.16	23	320.19
Pennsylvania .....	507,236	855,565.60	6,822	14,204.33	21,382	320,424.62	200	2,507.05
Rhode Island .....	17,956	31,842.42	538	1,046.71	1,782	31,747.96	24	235.76
South Carolina .....	24,854	50,055.06	696	1,340.13	147	3,069.04	3	25.74
Tennessee .....	70,024	120,746.38	713	1,372.69	514	10,424.04	10	141.59
Texas .....	120,650	228,484.03	3,153	6,897.25	2,251	59,420.24	21	172.84
Utah .....	8,921	20,187.10	149	326.67	353	7,589.85	10	45.91
Vermont .....	25,269	47,163.50	324	759.06	995	16,061.87	17	180.06
Virginia .....	50,126	105,862.63	936	1,756.66	771	16,078.89	9	188.70
Washington .....	12,474	26,093.66	603	1,202.58	1,679	43,969.68	11	268.25
West Virginia .....	14,550	29,994.73	533	779.20	171	4,012.14	8	25.02
Wisconsin .....	136,547	273,376.55	1,796	3,385.37	6,112	157,777.39	70	941.75
Wyoming .....	2,575	5,392.86	145	278.54	141	3,657.96	5	82.56
Total .....	6,707,106	11,925,658.26	80,348	152,419.44	261,679	4,490,728.23	2,521	33,529.64

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Drafts paid by postmaster, New York, N. Y.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Expense.
Alabama		\$2,175,018.74	\$271.78	\$100.00	\$3.15
Arizona		474,962.88	1.20		2.50
Arkansas		2,345,030.34	284.10		153.70
California		5,250,432.70	209.69	2.30	3,165.02
Colorado		3,249,739.83	514.05	235.00	2,448.12
Connecticut		952,099.87	46.00	2.20	490.00
Dakota		945,197.15	267.27		19.80
Delaware		88,267.00	187.00		
District of Columbia		1,009,264.00			5,732.30
Florida		904,869.72	694.85		6.45
Georgia		2,325,991.28	269.22	293.00	5,037.77
Idaho		483,018.40	44.73		
Illinois		5,658,355.33	720.32	74.29	15,369.78
Indiana		2,683,222.46	279.79	29.00	20.27
Indian Territory		122,147.48			
Iowa		4,431,321.70	253.00	72.36	15.40
Kansas		2,375,198.28	1,481.66	167.05	51.05
Kentucky		628,093.07	435.59	110.00	2.00
Louisiana		3,839,980.56	440.00	230.32	13.20
Maine		1,125,565.05	60.08	.52	13.79
Maryland		474,373.59			1.70
Massachusetts		2,404,727.90	1,802.66	208.29	1,704.77
Michigan		3,842,232.45	1,380.15	188.44	51.25
Minnesota		2,563,332.85	199.00		39.94
Mississippi		1,777,492.34	190.04	422.87	15.55
Missouri		4,757,826.56	589.16	54.02	4,901.43
Montana		1,665,419.47		137.53	5.85
Nebraska		2,226,970.99	415.84	20.70	3.05
Nevada		476,255.61			
New Hampshire		325,807.67	331.61	1.70	.70
New Jersey		865,458.84		115.69	4.00
New Mexico		692,649.85	83.50	.16	4.20
New York	\$11,850,194.49	18,076,539.79	635,589.38	169.63	27,004.00
North Carolina		1,289,791.86	531.64		6.30
Ohio		3,486,639.51	630.37	1,035.00	4,752.51
Oregon		2,464,999.52	296.00		2,555.13
Pennsylvania		5,733,125.60	377.60	142.39	29,917.80
Rhode Island		505,611.83	39		
South Carolina		1,387,679.77	785.34		33.30
Tennessee		1,363,700.14	150.00	32.10	528.51
Texas		7,590,704.85	1,138.32	815.94	3,769.62
Utah		728,176.51			
Vermont		286,383.50	59.00		1.47
Virginia		1,564,977.11	531.00	60.00	2,695.60
Washington		970,043.96	33.60		
West Virginia		339,455.35	56.30		2.00
Wisconsin		3,542,554.65	73.00	2.40	42.84
Wyoming		315,393.77			
Total	11,859,194.49	113,042,892.90	651,708.83	4,712.90	110,580.82

## 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 the United States.	Miscellaneous items.
Alabama.....	\$5,430.79	\$551.55	\$26,132.24	\$243.93
Arizona.....	1,553.40	174.42	11,014.74	2.12
Arkansas.....	5,952.57	828.27	29,059.14	103.07
California.....	9,024.75	1,295.81	123,035.18	196.39
Colorado.....	5,446.13	799.36	23,822.69	45.30
Connecticut.....	2,551.12	531.95	13,144.20	128.01
Dakota.....	4,172.01	1,149.95	21,835.55	178.89
Delaware.....	376.88	103.72	2,290.48	3.65
District of Columbia.....			11,111.02	
Florida.....	3,815.62	515.43	20,843.53	79.86
Georgia.....	5,749.83	913.85	31,113.75	91.72
Idaho.....	1,330.32	190.59	31,988.64	10.03
Illinois.....	24,256.46	4,428.78	87,651.00	823.27
Indiana.....	13,896.77	2,341.47	40,281.81	629.94
Indian Territory.....	389.28	74.31	948.10	
Iowa.....	19,904.29	4,989.19	66,109.55	622.51
Kansas.....	18,193.22	3,736.81	42,359.90	417.00
Kentucky.....	3,862.09	583.20	10,185.34	169.31
Louisiana.....	4,682.81	277.35	86,155.12	169.33
Maine.....	3,682.21	656.07	16,380.50	150.36
Maryland.....	1,569.19	329.43	8,696.73	124.99
Massachusetts.....	6,208.11	1,153.30	68,463.59	487.98
Michigan.....	15,774.34	2,781.44	67,201.00	476.88
Minnesota.....	7,264.30	1,299.30	38,890.31	309.06
Mississippi.....	7,634.61	612.10	24,328.70	296.22
Missouri.....	14,290.72	2,655.34	59,160.61	481.75
Montana.....	1,871.56	358.09	28,951.44	151.89
Nebraska.....	7,586.34	2,057.19	22,129.87	791.97
Nevada.....	1,103.69	110.53	8,156.89	17.92
New Hampshire.....	2,323.11	592.30	5,523.18	102.90
New Jersey.....	2,768.92	456.86	11,958.22	197.53
New Mexico.....	1,282.22	195.84	12,391.91	38.67
New York.....	15,928.45	3,106.75	107,466.63	993.22
North Carolina.....	5,256.05	801.58	13,142.64	87.55
Ohio.....	18,206.30	3,304.02	51,238.58	990.65
Oregon.....	3,788.52	526.56	94,992.11	55.96
Pennsylvania.....	14,953.70	3,024.35	68,583.79	832.68
Rhode Island.....	508.20	66.90	4,137.00	3.85
South Carolina.....	3,772.36	485.56	16,515.26	56.24
Tennessee.....	5,498.70	616.20	21,932.50	114.48
Texas.....	20,043.75	2,394.84	114,371.04	848.69
Utah.....	952.37	119.90	17,617.00	9.39
Vermont.....	2,167.21	443.25	5,330.64	173.47
Virginia.....	4,084.23	567.14	16,419.56	238.98
Washington.....	2,659.76	540.43	29,122.93	.11
West Virginia.....	2,083.76	408.73	5,815.17	891.28
Wisconsin.....	11,867.36	1,950.73	53,262.29	540.26
Wyoming.....	744.09	104.75	6,460.25	
Total.....	316,452.47	55,099.49	1,679,721.22	13,140.39



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	147	\$2,489.93	\$30.10	1,497	\$23,727.79	\$282.90
Arizona	73	2,205.60	23.30	181	3,789.86	42.90
Arkansas	76	1,552.77	20.90	282	4,572.27	56.65
California	4,469	92,742.36	1,058.10	16,533	280,693.38	3,334.75
Colorado	1,830	47,011.94	515.70	11,449	222,830.92	2,533.20
Connecticut	1,367	24,034.88	288.00	12,554	141,300.44	1,887.60
Dakota	523	8,750.92	107.00	1,903	38,752.80	445.95
Delaware	70	1,235.55	14.70	1,057	13,097.85	170.20
District of Columbia	268	4,016.04	50.00	3,670	81,161.01	957.30
Florida	174	3,346.78	38.70	660	12,747.07	150.75
Georgia	355	6,957.99	78.40	1,379	26,176.95	308.70
Idaho	72	1,478.10	17.50	304	7,435.22	82.90
Illinois	4,036	61,564.11	765.65	23,648	285,141.83	3,745.25
Indiana	418	4,020.96	60.90	2,566	27,564.74	374.50
Indian Territory	2	28.22	.40	8	72.01	1.29
Iowa	508	6,955.05	99.05	2,978	32,568.94	447.45
Kansas	318	3,998.82	54.80	1,813	23,154.91	305.80
Kentucky	196	2,463.81	32.70	1,472	18,311.03	239.90
Louisiana	214	3,678.43	45.40	958	18,604.26	218.30
Maine	2,442	43,406.44	517.75	3,343	49,114.88	614.90
Maryland	308	4,998.73	62.80	2,715	34,859.90	457.70
Massachusetts	19,316	340,279.80	3,995.50	50,566	580,200.11	7,676.28
Michigan	8,002	118,014.00	1,485.70	11,190	138,513.23	1,808.60
Minnesota	2,548	44,273.64	535.40	3,934	54,312.97	680.85
Mississippi	36	254.68	4.85	179	2,805.09	34.15
Missouri	1,002	14,124.94	180.75	6,786	98,741.60	1,228.65
Montana	924	25,511.52	274.90	7,101	156,389.53	1,710.20
Nebraska	388	5,506.65	72.05	2,620	24,608.28	325.30
Nevada	193	4,927.03	54.20	1,007	20,482.82	230.90
New Hampshire	1,191	17,961.06	227.10	3,044	38,639.84	499.70
New Jersey	969	16,138.10	194.00	25,302	278,621.90	3,758.20
New Mexico	126	2,482.21	29.10	390	8,256.40	93.35
New York	11,756	175,497.94	2,197.40	98,820	1,212,005.80	15,725.25
North Carolina	73	989.34	13.20	395	6,862.48	83.40
Ohio	2,371	32,459.44	418.80	15,844	184,056.91	2,461.25
Oregon	622	12,171.53	142.60	1,610	29,880.98	351.50
Pennsylvania	2,302	39,159.11	489.75	49,984	571,032.30	7,634.45
Rhode Island	1,579	26,400.94	317.50	9,295	106,960.05	1,422.40
South Carolina	68	1,188.57	14.40	316	5,320.29	65.10
Tennessee	221	4,041.42	48.60	1,184	17,351.43	213.90
Texas	395	3,627.24	49.80	2,350	36,596.23	452.60
Utah	158	1,623.15	24.00	2,224	35,553.93	437.20
Vermont	691	8,061.45	112.50	2,672	42,438.89	513.85
Virginia	281	4,168.64	51.10	1,502	29,620.18	347.90
Washington	1,431	32,388.89	363.90	1,872	36,346.69	417.30
West Virginia	35	410.99	5.70	493	6,068.69	81.00
Wisconsin	1,185	21,753.33	261.30	2,874	34,818.04	464.25
Wyoming	94	1,354.65	19.10	930	15,975.88	185.89
Total	70,082	1,281,897.69	15,465.03	394,754	5,117,169.05	65,560.35

*issued, paid, and repaid, and fees collected during the fiscal year ended June 30, 1889.*

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.
527	\$8,412.92	\$102.45	35	\$326.03	\$4.80	154	\$5,423.90	\$55.70
127	2,451.35	27.90	12	389.50	4.00	23	612.22	6.50
444	6,567.27	84.00	82	1,223.68	15.30	63	1,390.54	15.30
11,478	211,753.68	2,454.30	2,278	49,274.39	547.10	2,061	52,400.71	558.85
1,594	27,228.64	319.40	1,548	49,710.27	522.10	97	32,139.21	330.20
3,134	37,771.94	503.10	505	8,218.73	100.00	3,148	75,136.30	\$12.40
440	6,745.02	83.25	62	1,190.15	13.95	103	3,542.53	36.80
389	4,326.21	58.30	47	1,016.31	11.20	101	3,250.92	34.00
2,228	54,138.85	621.90	373	10,891.41	121.90	352	6,578.38	75.70
177	2,580.51	32.10	19	581.07	6.20	223	6,515.35	68.90
757	16,257.66	185.20	47	900.27	10.20	99	2,694.28	24.50
78	1,681.26	18.80	31	570.03	6.50	7	144.67	1.60
22,416	282,062.34	3,687.60	6,208	87,708.99	1,117.50	3,476	103,328.82	1,087.70
3,344	40,668.53	544.80	314	4,059.51	53.65	138	3,931.07	42.05
1	9.70	1.10				1	16.00	.20
2,733	32,018.44	435.20	285	4,329.27	51.90	122	2,752.18	30.40
1,210	14,061.97	192.35	201	3,862.09	48.85	125	2,458.23	28.20
1,543	21,674.70	274.20	275	5,625.86	63.50	316	8,526.22	92.10
1,056	19,220.78	224.90	196	4,483.20	50.10	4,178	113,936.67	1,218.60
283	4,346.15	55.10	38	734.06	8.40	143	3,882.95	41.90
3,602	44,565.52	586.10	778	11,267.25	140.65	542	10,127.84	115.90
6,115	86,548.41	1,107.20	1,076	19,550.36	228.65	3,797	98,081.57	1,051.00
5,437	61,176.12	833.80	644	10,378.20	125.25	942	27,189.38	286.60
3,293	37,771.79	510.90	265	2,993.89	40.80	488	14,008.08	146.00
184	3,368.00	38.60	7	129.00	1.50	94	2,448.27	26.35
5,920	80,103.48	1,024.65	1,190	20,363.94	244.00	1,611	61,690.67	540.75
654	12,329.83	140.30	101	3,196.99	33.40	183	6,502.29	67.30
1,581	19,502.29	257.20	199	2,405.34	31.10	173	4,323.14	48.80
153	3,464.13	37.90	31	606.00	6.70	138	3,902.77	41.10
314	4,237.12	54.60	50	838.11	9.90	27	477.59	5.60
10,779	147,749.58	1,872.90	1,589	26,933.68	316.50	1,405	32,603.95	356.10
198	4,734.60	52.75	23	630.00	6.60	40	1,294.00	13.90
59,846	825,091.82	10,453.45	10,230	145,442.13	1,797.00	2,767	64,550.85	712.05
338	8,779.37	98.70	4	21.68	.40	31	1,140.82	11.80
10,490	133,223.76	1,750.30	2,001	24,857.76	326.70	1,464	38,417.39	415.25
1,113	20,035.42	234.30	359	7,405.50	83.05	132	3,789.31	40.00
14,956	204,847.67	2,629.65	2,312	43,790.06	509.50	2,773	80,819.74	852.00
828	12,867.59	159.90	110	2,010.35	23.10	325	5,845.67	68.80
481	12,267.11	135.60	17	248.22	3.00	78	1,489.22	16.90
570	9,171.22	114.10	383	6,381.32	74.90	321	8,595.66	91.80
3,061	46,278.50	571.40	606	9,159.65	111.40	524	11,010.78	123.79
204	3,131.67	38.50	54	839.98	10.50	19	264.34	3.00
92	1,239.74	15.90	28	525.71	6.35	130	3,151.35	34.50
521	8,418.03	104.40	26	424.41	5.00	305	7,558.60	81.40
770	14,099.22	174.50	82	1,673.90	18.70	142	4,322.46	44.90
296	3,672.04	48.05	80	2,109.88	23.70	45	1,265.94	13.10
7,739	81,780.14	1,140.70	1,109	14,224.67	187.20	228	6,267.65	67.00
122	1,644.76	20.70	92	2,906.00	30.20	13	403.41	4.30
193,610	2,686,979.85	34,110.00	36,046	596,453.40	7,153.40	34,463	920,155.50	9,844.10

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## No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	France.			Sweden.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama.....	95	\$1,312.70	\$17.20	38	\$1,173.00	\$12.36
Arizona.....	18	350.01	3.80	9	331.00	3.50
Arkansas.....	30	287.92	4.70	5	41.00	.60
California.....	2,003	23,918.29	396.20	3,566	94,999.85	1,029.10
Colorado.....	201	4,148.78	46.40	1,893	54,999.16	589.00
Connecticut.....	277	4,716.35	57.40	1,873	33,988.17	401.50
Dakota.....	26	345.55	4.70	265	5,903.00	67.60
Delaware.....	32	371.16	4.80	40	571.13	7.30
District of Columbia.....	579	13,352.77	153.60	114	3,423.27	37.80
Florida.....	85	1,449.81	17.20	30	538.50	6.00
Georgia.....	45	530.97	6.90	59	1,286.03	14.40
Idaho.....	17	614.43	6.40	15	560.56	5.80
Illinois.....	670	7,952.64	109.10	5,118	88,814.80	1,073.85
Indiana.....	177	2,266.87	30.50	555	9,704.77	114.30
Indian Territory.....	1	5.00	.10			
Iowa.....	133	867.49	16.40	753	11,386.03	144.06
Kansas.....	98	1,260.80	16.90	510	7,257.05	92.00
Kentucky.....	86	558.59	10.40	7	175.22	2.10
Louisiana.....	774	10,468.83	133.90	56	1,376.41	15.50
Maine.....	71	832.99	11.70	97	1,893.84	22.00
Maryland.....	182	1,737.07	25.90	29	597.43	6.00
Massachusetts.....	1,261	16,705.24	218.90	5,717	90,044.14	1,105.10
Michigan.....	267	3,539.11	47.00	3,279	73,649.57	831.25
Minnesota.....	164	3,090.84	35.60	1,994	34,431.80	417.95
Mississippi.....	16	179.93	2.40	13	197.82	2.25
Missouri.....	301	3,941.09	52.30	527	8,167.54	99.60
Montana.....	100	1,507.30	17.90	286	8,043.12	85.70
Nebraska.....	66	1,027.76	12.90	546	9,892.76	115.90
Nevada.....	9	161.00	1.80	4	25.35	.40
New Hampshire.....	58	945.12	11.80	222	3,226.12	39.75
New Jersey.....	665	10,093.93	124.40	618	10,512.93	125.30
New Mexico.....	38	515.98	6.00	5	213.37	2.30
New York.....	6,518	95,213.10	1,190.60	4,164	73,092.70	868.90
North Carolina.....	15	278.66	3.40	13	290.00	2.90
Ohio.....	361	6,189.20	74.90	239	5,219.03	58.60
Oregon.....	93	1,492.21	18.00	546	14,916.88	159.30
Pennsylvania.....	1,203	18,544.65	230.80	1,670	29,700.58	354.40
Rhode Island.....	245	4,122.36	50.50	1,072	21,579.72	246.30
South Carolina.....	59	783.20	10.20	34	903.62	4.50
Tennessee.....	45	629.86	8.00	12	387.90	4.10
Texas.....	260	4,854.71	57.20	227	3,215.09	40.70
Utah.....	17	153.23	2.30	250	3,550.82	44.40
Vermont.....	29	314.73	4.60	182	2,950.08	36.10
Virginia.....	71	1,035.80	13.40	34	851.56	8.80
Washington.....	120	1,768.05	21.30	601	18,813.59	204.10
West Virginia.....	18	194.35	2.90			
Wisconsin.....	85	1,115.20	14.90	443	7,780.79	94.10
Wyoming.....	16	428.50	4.60	134	3,354.96	35.60
Total.....	17,691	266,084.13	3,313.70	57,874	743,905.07	8,641.80



issued, paid, and repaid, and fees collected, etc.—Continued.

Norway.			Belgium.			Portugal.			Netherlands.		
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.
35	\$918.98	\$9.80	1	\$5.00	.10	4	\$139.80	\$1.40	4	\$26.03	\$1.00
1	7.95	.10	2	54.00	.60	146	3,580.85	39.55	1	24.00	.30
1,730	48,838.84	522.60	157	2,719.22	31.80	3	130.00	1.30	30	634.12	7.70
61	1,992.31	20.80	16	292.53	3.60	1	7.65	.10	7	93.30	1.30
198	3,512.55	41.40	55	662.41	8.40	1	7.90	.10	10	69.55	1.10
208	3,536.26	42.30	3	40.00	.40	1	5.20	.10	2	19.00	.30
17	281.00	3.10	30	897.78	10.00	4	28.61	.50	18	556.20	6.20
49	1,382.11	15.30	112	1,551.34	18.45	1	7.90	.10	7	259.00	2.60
155	3,285.65	37.00	8	220.05	2.50	1	5.20	.10	6	91.50	1.10
189	4,876.21	53.70	446	6,706.26	82.85	4	28.61	.50	342	8,674.89	50.60
2	21.00	.30	112	1,551.34	18.45	1	5.20	.10	33	417.68	5.70
2,438	51,567.83	598.40	80	1,073.07	13.70	184	3,798.01	45.00	247	2,145.04	36.70
16	225.19	3.00	81	1,319.25	15.80	2	20.00	.20	1	40.00	.40
189	3,156.41	38.90	14	251.42	2.00	1	9.99	.10	14	448.72	5.10
8	123.40	1.50	53	1,166.83	13.00	3	131.30	1.40	1	3.35	.10
4	101.50	1.20	2	15.00	.20	1	9.99	.10	6	50.70	.70
90	2,129.30	23.70	23	286.91	3.90	3	131.30	1.40	10	235.17	2.70
301	7,983.61	91.20	100	1,135.48	15.90	184	3,798.01	45.00	71	1,212.30	14.20
111	2,235.57	25.50	192	3,784.19	44.60	1	4.00	.10	1,029	8,804.69	139.40
1,332	25,702.10	299.30	35	612.72	6.70	1	4.00	.10	20	96.75	2.20
642	12,749.49	148.85	7	156.14	1.70	4	56.85	.80	29	530.36	6.10
842	15,222.20	182.80	163	3,444.17	39.60	1	49.00	.50	1	30.00	.30
23	505.00	5.60	8	130.88	1.40	11	99.99	1.10	7	73.75	1.10
153	5,155.35	54.10	11	111.81	1.60	1	49.00	.50	1	10.00	.10
14	270.23	3.40	61	952.63	11.40	13	205.03	2.60	338	3,521.13	50.70
1	30.00	.30	2	5.00	.20	1	49.00	.50	1	3.25	.10
50	801.92	9.50	583	9,816.66	116.70	1	49.00	.50	321	5,661.68	67.80
1,071	24,503.51	272.80	77	1,470.45	17.00	12	451.00	4.60	2	59.40	.60
105	2,129.20	23.80	22	430.33	5.10	4	32.49	.50	51	686.48	9.20
4,032	102,888.41	1,185.00	643	8,858.12	109.40	54	1,436.91	15.30	6	100.80	1.10
105	2,129.20	23.80	94	3,234.37	34.00	1	436.91	4.36	30	475.20	5.70
461	10,625.49	116.40	1	9.88	.10	4	29.95	.50	11	74.09	1.10
467	13,677.78	145.90	4	86.50	.90	10	340.50	3.60	1	2.00	.10
708	16,234.27	183.20	38	890.25	10.45	10	173.00	2.00	10	340.50	3.60
214	5,673.32	55.90	4	111.36	1.30	2	109.99	1.10	1	10.00	.10
80	1,929.61	20.90	3	49.70	.60	1	16.20	.20	5	108.75	1.20
137	2,659.70	31.40	61	1,488.92	16.10	1	16.20	.20	71	734.78	10.70
89	1,384.33	17.20	7	68.00	.70	1	16.20	.20	1	10.00	.10
22	283.00	3.40	80	1,304.89	15.55	1	16.20	.20	1	10.00	.10
86	2,034.96	23.00	1	40.00	.40	1	16.20	.20	1	10.00	.10
708	19,420.34	211.10	1	40.00	.40	1	16.20	.20	1	10.00	.10
1,156	21,727.60	250.60	1	40.00	.40	1	16.20	.20	1	10.00	.10
16	391.53	4.30	1	40.00	.40	1	16.20	.20	1	10.00	.10
19,235	421,703.94	4,785.05	3,289	55,513.52	659.60	457	10,350.72	117.05	2,764	31,562.96	441.00

## No. 12.—Statement showing the number and amount of international money-

States and Territories.	New South Wales.			Victoria.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama						
Arizona						
Arkansas				1	\$19.99	\$0.20
California	160	\$3,481.15	\$40.30	107	2,379.25	26.80
Colorado	6	99.31	1.20	3	122.99	1.30
Connecticut	1	4.87	.10	1	9.74	.10
Dakota						
Delaware						
District of Columbia	5	204.19	2.20	31	881.25	9.90
Florida						
Georgia						
Idaho						
Illinois	5	32.93	.50	19	495.28	5.50
Indiana						
Indian Territory						
Iowa	1	4.99	.10			
Kansas	1	17.09	.20			
Kentucky	1	46.27	.50			
Louisiana	2	31.17	.40			
Maine						
Maryland				9	413.95	4.30
Massachusetts	36	1,249.95	13.20	10	251.47	2.80
Michigan				2	3.72	.20
Minnesota				5	219.15	2.30
Mississippi						
Missouri	13	146.57	1.90	2	14.09	.20
Montana	7	276.87	2.90	7	276.09	2.80
Nebraska	1	1.01	.10	2	50.99	.60
Nevada	1	4.99	.10	4	32.30	.40
New Hampshire				1	50.00	.50
New Jersey	9	259.81	2.80	1	9.74	.10
New Mexico						
New York	65	1,737.05	19.20	57	1,039.53	12.30
North Carolina						
Ohio	6	137.78	1.60			
Oregon	12	395.97	4.20	1	10.00	.10
Pennsylvania	29	931.77	9.80	21	569.87	6.50
Rhode Island	1	6.09	.10	7	145.23	1.60
South Carolina						
Tennessee				2	29.22	.30
Texas	5	90.91	1.10			
Utah	2	55.00	.60			
Vermont						
Virginia						
Washington				1	39.99	.40
West Virginia						
Wisconsin						
Wyoming						
Total	369	9,212.76	103.10	294	7,075.64	79.20

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Japan.			New Zealand.			Hawaiian Kingdom.			Jamaica.		
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.
						2	\$20.00	\$0.20			
			3	\$29.56	\$0.50				1	\$4.87	\$0.10
180	\$2,458.25	\$31.50	236	5,794.74	65.30	126	2,593.71	29.85	27	277.21	3.60
2	45.00	.50	2	100.00	1.00	1	2.00	.10			
48	1,743.09	18.40	1	3.44	.10	2	1.50	.20			
29	697.62	7.90	17	583.46	6.20	24	716.65	8.30			
			3	101.99	1.10						
16	110.05	1.90	14	248.67	3.00	0	41.10	.70	3	10.57	.30
2	3.75	.20									
						1	4.00	.10	1	9.74	.10
1	14.50	.20									
1	15.00	.20				4	90.50	1.00			
1	10.00	.10				1	2.00	.10	4	26.36	.50
1	10.00	.10	1	10.00	.10	2	4.00	.20			
2	41.00	.50	3	128.69	1.30	2	12.07	.20	1	9.74	.10
6	110.25	1.30	15	203.33	2.60	19	362.20	4.40	3	23.15	.30
3	59.00	.70	2	8.87	.20	3	39.60	.40	1	5.01	.10
2	15.00	.20	10	184.93	1.90	1	2.08	.10			
1	4.80	.10									
13	203.00	2.70	4	69.10	.90				1	13.29	.20
			8	353.24	3.60				2	9.99	.20
4	63.70	.80									
			2	48.70	.60						
2	10.00	.20				1	5.34	.10			
9	244.00	2.85	14	339.10	3.80	5	186.05	2.00			
4	50.00	.50				1	15.00	.20			
63	940.47	11.50	08	1,611.21	18.80	16	244.68	3.30	93	1,282.24	16.00
11	252.63	3.00	1	9.74	.10	12	183.07	2.60	2	29.36	.40
17	543.00	5.00	13	161.40	2.10	1	50.00	.50			
39	840.26	9.70	13	391.23	4.30	7	116.74	1.50	15	145.19	2.10
3	15.17	.30	2	40.61	.50	2	8.50	.20	1	24.35	.30
3	9.50	.30							35	694.94	7.70
2	65.60	.70									
			89	1,613.69	18.50	2	15.00	.20			
1	30.01	.40							1	2.01	.10
72	2,628.00	26.80	18	581.97	6.10	3	9.00	.30	2	9.98	.20
1	15.00	.20	3	44.22	.60						
						1	10.00	.10			
536	11,247.05	129.35	542	12,660.89	143.20	245	4,734.28	56.85	193	2,578.00	32.30

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Cape Colony.			Windward Islands.			Leeward Islands.		
	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.
Alabama.....									
Arizona.....									
Arkansas.....									
California.....	3	\$45.10	\$0.60	10	\$134.27	\$1.50			
Colorado.....									
Connecticut.....				4	40.00	.40			
Dakota.....									
Delaware.....									
District of Columbia.....				4	73.99	.90	1	\$5.01	\$0.10
Florida.....	1	3.00	.10				1	29.22	.30
Georgia.....							2	5.00	.20
Idaho.....									
Illinois.....	4	15.84	.40	6	54.15	.70	2	3.47	.20
Indiana.....									
Indian Territory.....									
Iowa.....									
Kansas.....									
Kentucky.....									
Louisiana.....				4	110.93	1.20	1	.97	.10
Maine.....	2	6.90	.20	1	25.00	.30	1	44.90	.50
Maryland.....				2	15.21	.20	7	145.12	1.80
Massachusetts.....	11	136.87	1.80	54	815.16	9.70	20	273.57	3.40
Michigan.....	9	56.18	.90	5	124.99	1.30			
Minnesota.....									
Mississippi.....									
Missouri.....				3	25.01	.30			
Montana.....									
Nebraska.....									
Nevada.....									
New Hampshire.....									
New Jersey.....					54.97	.60			
New Mexico.....				3	15.49	.30			
New York.....	18	345.06	4.10	119	2,637.00	29.70	44	714.86	8.50
North Carolina.....									
Ohio.....				1	7.31	.10			
Oregon.....				4	51.03	.60	2	9.64	.20
Pennsylvania.....	5	80.03	1.00	25	370.88	4.60	9	73.25	1.20
Rhode Island.....				10	220.26	2.40			
South Carolina.....				1	4.87	.10			
Tennessee.....									
Texas.....				1	39.99	.40	1	15.00	.20
Utah.....									
Vermont.....									
Virginia.....				17	459.15	4.90	1	44.99	.50
Washington.....				1	15.00	.20			
West Virginia.....									
Wisconsin.....							4	68.96	.90
Wyoming.....									
Total.....	53	688.98	9.10	279	5,314.66	60.40	96	1,434.05	18.10

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Tasmania.			Queensland.			Denmark.			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.
						1	\$15.00	\$0.20	2,535	\$43,911.28	\$516.75
						6	52.00	.80	454	10,726.21	114.20
						2	33.00	.40	992	15,803.95	199.55
10	\$378.19	\$3.90	9	\$267.39	\$3.00	841	16,780.50	190.00	46,109	906,145.45	10,376.40
						115	2,684.63	29.90	19,625	443,500.99	4,917.30
						129	1,913.68	24.00	23,310	333,254.64	4,145.50
						25	411.71	4.90	3,618	69,204.59	806.85
						17	87.00	1.80	1,773	24,197.03	303.70
			1	23.70	.30	61	1,027.72	20.80	7,855	181,529.31	2,106.10
						15	425.00	4.50	1,547	31,763.26	364.35
						13	351.00	3.60	2,990	60,353.14	693.50
						10	193.75	2.20	539	12,861.61	143.10
			6	73.73	1.00	630	8,312.31	107.10	69,513	987,990.22	12,440.30
						53	1,138.61	13.00	7,068	95,553.02	1,261.25
									13	130.93	2.00
						243	3,353.51	42.40	8,344	100,621.16	1,354.45
						35	541.45	6.70	4,465	58,110.56	763.50
						2	25.00	.30	3,932	58,313.64	725.80
						5	40.50	.60	7,596	175,309.99	1,946.60
						42	537.50	6.60	6,837	112,912.81	1,372.25
						17	175.15	2.60	8,346	111,983.62	1,440.15
			3	35.10	.50	196	2,606.11	33.00	80,917	1,269,474.77	15,830.15
			2	87.60	.90	297	4,106.86	52.70	32,012	462,289.27	5,809.15
						194	2,327.68	32.80	13,796	208,677.52	2,597.20
									541	9,561.73	112.00
						114	2,598.04	28.30	17,706	284,739.64	3,437.30
			3	150.00	1.50	14	308.56	3.50	9,558	220,172.41	2,400.00
						104	1,416.32	18.15	5,126	69,344.03	887.00
						6	152.00	1.60	1,560	33,937.08	377.10
						5	68.51	.80	4,971	67,374.70	890.75
						300	4,064.87	58.10	43,138	557,348.42	7,150.25
									827	18,239.41	208.50
14	443.76	4.90	18	420.11	4.60	908	14,576.70	177.00	201,433	2,735,388.85	34,626.65
						6	151.34	1.60	983	20,769.00	239.90
			1	29.48	.20	68	1,064.35	13.40	33,458	438,962.99	5,670.50
						110	1,971.97	23.30	5,136	107,490.08	1,221.25
1	.73	.10	2	17.65	.30	170	3,079.92	35.80	77,187	1,020,122.20	13,076.85
			8	194.56	2.10	55	1,017.73	12.10	13,826	191,277.87	2,414.30
						12	339.00	3.70	1,139	24,487.59	279.50
						1	13.41	.20	2,746	46,647.44	557.10
						19	384.82	4.30	7,585	119,953.26	1,467.15
						181	3,790.58	43.60	3,279	52,154.72	642.00
						4	41.41	.60	3,854	59,117.72	729.10
						92	1,612.00	19.00	2,944	56,410.03	661.90
						63	1,157.33	13.70	6,023	135,788.58	1,521.06
						9	315.00	3.20	973	14,044.89	178.35
						204	2,933.18	37.35	15,182	194,568.45	2,551.45
						77	1,774.52	19.50	1,490	28,464.21	325.60
25	822.68	8.90	53	1,288.78	14.40	5,477	91,683.07	1099.60	824,427	12,280,516.67	151,845.60

## No. 12.—Statement showing the number 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 .....	47	\$953.12	3	\$110.00	97	\$2,023.17	5	\$60.90
Arizona .....	18	716.10			11	344.68		
Arkansas .....	51	1,202.46			50	1,264.22	1	9.74
California .....	3,680	74,664.34	33	761.25	2,608	50,083.67	52	681.29
Colorado .....	812	19,797.84	8	216.00	818	18,677.68	13	237.45
Connecticut .....	3,481	30,906.08	7	93.50	1,023	15,087.05	22	171.33
Dakota .....	509	12,902.88	4	14.40	240	5,477.38	6	68.00
Delaware .....	58	675.61			82	1,450.05	2	5.38
District of Columbia .....	1,504	13,911.16	5	108.18	2,305	9,531.27	7	107.77
Florida .....	138	2,381.50	1	15.00	529	12,125.50	2	35.00
Georgia .....	128	2,394.50			148	2,414.42	3	7.06
Idaho .....	15	457.93	1	50.00	30	661.09	3	62.15
Illinois .....	12,828	121,246.84	34	571.91	3,948	63,566.91	65	1,067.25
Indiana .....	1,588	23,571.24	4	17.00	489	8,347.20	10	47.28
Indian Territory .....	2	22.75			4	109.58		
Iowa .....	1,012	11,543.39	3	70.61	711	13,858.26	8	42.30
Kansas .....	323	6,644.36	3	62.20	556	11,195.45	8	60.26
Kentucky .....	237	3,068.43	3	26.52	226	4,242.26	3	12.65
Louisiana .....	907	6,120.32			298	6,154.42	2	29.24
Maine .....	2,672	35,442.42	10	147.00	419	4,562.08	7	32.49
Maryland .....	640	9,492.15	3	102.00	557	10,318.39	8	67.74
Massachusetts .....	17,481	221,102.90	105	1,540.81	4,479	61,722.19	110	1,136.04
Michigan .....	7,380	118,565.04	69	1,275.73	1,643	29,721.39	21	250.96
Minnesota .....	2,181	42,373.28	16	226.45	797	14,544.95	10	71.36
Mississippi .....	16	199.00	1	1.14	29	388.73	3	15.81
Missouri .....	1,290	16,606.36	8	95.00	1,096	20,351.39	20	196.41
Montana .....	220	6,127.59	7	88.00	329	7,686.42	10	724.30
Nebraska .....	248	5,756.41	4	62.37	499	9,615.92	14	200.09
Nevada .....	46	1,294.15	1	12.00	34	1,103.37	1	4.99
New Hampshire .....	507	8,846.90	10	184.76	175	8,203.13	5	25.43
New Jersey .....	1,538	16,818.58	5	74.50	2,434	39,435.62	68	612.70
New Mexico .....	14	444.08			26	658.60	1	9.90
New York .....	39,661	378,941.17	89	1,358.28	17,868	218,258.75	187	2,110.46
North Carolina .....	33	854.42	1	10.00	63	1,240.79	4	2.29
Ohio .....	4,438	53,677.65	22	225.96	2,058	34,856.95	35	420.13
Oregon .....	755	13,247.72	6	76.00	273	5,262.45	7	109.01
Pennsylvania .....	8,470	70,478.06	27	504.17	6,829	100,247.63	88	937.41
Rhode Island .....	815	12,880.56	11	111.58	751	13,376.02	10	59.18
South Carolina .....	21	303.70	1	10.00	69	931.95	1	9.74
Tennessee .....	174	2,904.79	1	30.00	159	3,104.22	3	10.96
Texas .....	130	2,632.07	2	5.35	738	14,473.61	3	17.37
Utah .....	29	717.35			247	4,872.92	1	6.61
Vermont .....	757	12,865.68	11	67.23	110	1,763.30	3	30.36
Virginia .....	134	2,642.07	1	10.00	431	8,205.13	6	162.63
Washington .....	1,047	23,879.94	3	42.10	261	6,242.46	4	184.00
West Virginia .....	21	353.23	1	55	76	1,549.74	1	14.61
Wisconsin .....	1,484	25,246.84	12	131.51	745	14,087.03	14	259.11
Wyoming .....	54	1,393.66	1	40.00	62	1,467.00	1	.33
Total .....	119,604	1,419,271.42	537	8,548.48	57,398	860,065.80	848	2,997.66

*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.
102	\$3,296.75			16	\$592.81		
3	42.66						
192	5,665.50	4	\$12.55	22	\$723.81		
1,556	51,274.90	29	420.38	292	9,639.77	6	\$125.73
259	8,224.42	8	195.38	50	1,447.81	2	51.40
546	15,545.78	12	158.30	87	2,761.31		
550	20,067.03	4	79.85	67	2,432.40		
64	1,686.33	2	30.00	3	60.14	1	9.86
515	6,767.57	5	108.85	77	916.87	1	1.91
95	2,937.51	1	20.00	9	336.15		
60	1,642.89	1	30.06	7	79.28		
11	323.46			7	299.92		
6,117	188,186.36	61	667.41	786	23,215.82	19	138.63
955	29,007.68	17	301.88	87	2,404.62		
1,625	55,494.13	10	58.00	150	4,412.97	1	5.00
653	20,279.07	7	248.50	207	6,364.51	1	4.90
374	11,242.64	2	30.00	127	4,313.38		
325	8,891.86	3	21.50	51	1,719.38	1	14.80
25	613.75	1	2.01	3	51.89	1	27.00
867	22,615.35	7	109.03	72	1,897.64	2	14.86
892	19,702.29	20	236.10	120	2,418.04	6	61.72
1,624	46,270.59	24	310.59	147	4,229.01	2	14.85
1,799	60,914.08	20	206.62	318	10,232.35	2	22.75
34	1,026.69	1	10.00	2	61.89		
2,114	58,922.96	22	363.83	395	12,024.59	6	72.43
191	5,174.27	1	5.00	20	628.25		
1,057	36,810.79	8	103.35	171	5,234.04	1	1.30
20	901.45	1	40.00				
16	396.33	1	45.00	2	21.99		
2,069	53,646.21	33	277.51	273	8,035.66	9	114.36
42	1,402.20			5	57.05		
12,313	302,751.45	145	1,578.94	1,967	45,990.34	21	237.53
52	1,688.81			2	38.29		
3,002	83,941.97	23	316.83	446	12,721.37	7	49.18
267	9,965.32	4	80.00	76	2,576.31		
3,764	101,729.56	43	514.55	563	14,508.23	6	61.71
90	2,779.87	1	15.00	9	188.98		
38	1,026.72						
91	1,899.10	3	40.00	28	958.69	1	1.15
1,045	33,092.61	23	140.14	159	4,334.01		
23	578.91	4	13.00	10	231.05		
31	661.36			3	58.11	2	31.50
97	2,583.82	1	6.07	24	581.74		
174	6,514.67	2	32.28	67	2,625.18	1	
58	1,685.54			12	306.97		9.86
2,857	90,260.08	34	472.93	466	14,312.13	2	14.61
11	347.91	2	12.03	1	3.80		
48,484	1,380,472.20	600	7,314.91	7,406	206,138.55	101	1,087.04

## 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.....					7	\$228.54	1	\$21.40
Arizona.....	9	\$368.98			2	38.08		
Arkansas.....	3	51.51			12	277.52		
California.....	80	2,950.78	6	\$92.44	288	6,946.51	15	212.52
Colorado.....	20	762.71	6	175.00	28	997.56	1	6.00
Connecticut.....	22	586.72	15	234.00	58	1,056.91	4	30.29
Dakota.....	2	18.50			13	425.77		
Delaware.....					3	59.85		
District of Columbia.....	25	195.79	5	49.70	167	1,530.26	4	69.92
Florida.....	11	347.96			12	265.49		
Georgia.....	6	94.62			9	95.13	1	4.90
Idaho.....					11	485.69		
Illinois.....	60	1,720.23	9	131.74	253	4,760.55	11	179.95
Indiana.....	9	205.46			30	393.22	2	25.00
Indian Territory.....					1	16.00		
Iowa.....	1	3.05	1	29.63	46	996.97	3	110.80
Kansas.....	12	450.37	2	23.00	29	847.00	1	10.00
Kentucky.....	11	472.61			24	556.75	4	26.72
Louisiana.....	167	6,266.64	7	150.00	337	8,255.88	6	71.71
Maine.....	1	2.19	1	45.00	8	212.99		
Maryland.....	24	677.99			52	523.62	1	1.00
Massachusetts.....	90	1,950.74	12	281.90	208	2,324.29	11	172.88
Michigan.....	25	704.72			27	549.07	2	5.00
Minnesota.....	15	588.80			78	2,083.16	3	14.20
Mississippi.....	1	9.54			2	66.74		
Missouri.....	45	1,729.99	1	10.00	157	3,426.98	2	11.48
Montana.....			1	9.88	3	107.02	3	64.25
Nebraska.....	5	125.58			13	190.01	2	63.00
Nevada.....					2	57.13		
New Hampshire.....	2	33.62			4	51.21	2	106.92
New Jersey.....	56	1,312.58	3	27.00	124	2,266.86	6	90.88
New Mexico.....			1	20.00	12	518.95		
New York.....	913	22,789.44	14	150.10	2149	28,917.64	57	774.98
North Carolina.....			1	5.00	14	367.47		
Ohio.....	32	1,087.44	3	77.00	123	2,532.88	1	1.98
Oregon.....	11	505.62			18	430.48		
Pennsylvania.....	182	4,936.84	10	142.44	368	5,277.08	9	68.30
Rhode Island.....	24	726.32			17	277.36	1	30.00
South Carolina.....	2	8.47	1	6.00	8	185.25		
Tennessee.....	8	206.41			14	277.77		
Texas.....	18	489.79			81	2,364.40	2	2.98
Utah.....					1	3.80	1	3.40
Vermont.....	5	130.05	1	99	1	1.90		
Virginia.....	15	325.91	1	10.00	21	483.42		
Washington.....	1	9.54			20	706.74		
West Virginia.....	2	62.96						
Wisconsin.....	7	176.29	1	10.00	33	725.02	3	26.80
Wyoming.....							1	30.00
Total.....	1,922	53,098.66	102	1,680.82	4,888	82,952.92	160	2,233.31



orders issued, paid, and repaid, and fees collected, etc.—Continued.

Sweden.				Norway.			
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.
2	\$18.76			4	\$77.52		
70	2,154.70	4	\$95.00	24	777.53	3	\$51.82
36	1,310.33	3	70.00	1	14.00		
42	1,084.84	2	17.46	6	62.24		
58	1,791.05			106	3,832.76		
1	13.40			4	60.00		
91	317.00			62	66.99		
4	127.89			4	55.35		
				1	3.00		
8	309.35						
459	12,385.89	7	102.38	233	5,228.12	2	10.00
20	722.38			2	11.50		
97	3,221.79	1	10.00	41	1,003.27		
70	1,824.13	4	111.41	3	73.40		
1	26.80						
4	60.89						
6	170.65	1	27.00	2	59.00		
				1	5.00		
134	3,700.31	9	146.00	40	927.30	2	16.23
117	3,638.11	9	143.03	22	511.33	1	15.00
529	17,648.34	6	108.82	221	5,333.05	2	15.00
42	1,476.03	1	5.38	6	163.98		
2	53.60			1	50.00		
103	3,388.38			4	88.83		
2	37.53	1	6.00	1	28.00		
12	307.47			18	446.63	3	38.00
327	7,103.10	6	82.41	180	3,399.02	2	13.00
24	718.77	3	10.56	5	52.35		
37	1,465.47	2	20.00	26	740.71	1	10.00
102	3,060.09	8	163.13	26	483.54	2	15.00
12	315.74	1	20.00	4	81.40		
1	10.74			2	59.68		
		1	40.00				
21	694.62	1	7.00	2	58.90		
19	691.08	1	2.00				
6	209.14						
6	95.50						
46	1,812.51	1	25.00	22	888.77		
75	2,422.94	3	22.79	145	3,893.75		
2	31.79			4	164.77		
2,588	74,421.11	75	1,235.37	1,223	28,704.69	18	184.05

## No. 12. — Statement showing the number and amount of international money-

States and Territories.	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.
Alabama								
Arizona	1	\$14.28						
Arkansas	1	21.90						
California	53	1,745.67	4	\$104.54	63	\$2,704.71		
Colorado	31	1,315.01			1	50		
Connecticut	7	52.94	1	18.00	27	1,207.87		
Dakota	1	1.00			1	7.65		
Delaware	1	3.48						
District of Columbia	18	234.84			5	61.02		
Florida	5	204.72						
Georgia	12	352.55						
Idaho	1	4.38						
Illinois	116	3,199.35			18	682.44		
Indiana	31	815.50	1	20.00	7	30.00		
Indian Territory								
Iowa	21	593.93						
Kansas	42	1,636.83						
Kentucky	4	48.18						
Louisiana	25	825.23						
Maine	7	184.70			1	50.00		
Maryland	12	341.33			1	1.50		
Massachusetts	51	986.46	1	3.95	105	3,953.83		
Michigan	58	1,664.83						
Minnesota	51	2,058.40						
Mississippi	2	49.51						
Missouri	36	814.14						
Montana	6	365.57						
Nebraska	9	171.36						
Nevada								
New Hampshire								
New Jersey	50	1,291.81			4	54.64		
New Mexico								
New York	319	3,846.02	9	106.41	93	1,680.47		
North Carolina	1	20.00						
Ohio	41	821.39	1	25.00	1	1.50		
Oregon	11	422.46						
Pennsylvania	178	3,805.31	1	25.00	14	248.89		
Rhode Island	4	191.00			3	110.57		
South Carolina	1	12.23			8	370.00		
Tennessee	9	418.97						
Texas	9	189.82						
Utah								
Vermont					3	150.00		
Virginia	5	224.68			2	10.00		
Washington	9	298.30						
West Virginia								
Wisconsin	61	1,557.48			1	3.96		
Wyoming	1	19.04						
Total	1,394	30,724.60	18	302.90	358	11,329.55		

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Netherlands.				New South Wales.			
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	\$141.88						
4	99.92						
26	701.69			288	\$8,238.04		
8	188.55			5	91.82		
13	108.77			26	274.91		
21	528.16			2	97.40		
1	1.00						
28	152.07			17	208.09		
4	22.59						
7	101.24			1	9.74		
113	1,719.48			75	1,368.13	2	\$38.96
14	311.26			5	111.80		
97	2,374.07			13	290.22		
9	229.00			3	54.44		
1	9.00			17	511.06		
6	49.21			1	24.35		
1	30.00			179	1,337.82		
6	63.49			1	48.70		
27	77.03	1	\$10.50	61	767.48		
243	5,727.76	2	67.00	41	913.22		
67	2,713.84			3	42.89		
4	121.18						
35	589.77			22	518.40		
2	55.35						
10	343.84			5	142.57		
108	2,153.10	1	1.00	26	870.63	1	4.87
1	11.00						
368	4,132.93	2	17.60	525	9,858.57	2	39.95
1	9.12						
29	530.95			35	410.45		
3	30.75			1	12.17		
33	673.67			111	2,225.45	1	12.18
2	30.09			8	132.81	3	10.77
1	13.00						
1	8.00			1	12.11		
14	295.96			5	40.18		
		1	10.00				
3	8.88						
1	23.80			2	60.14		
				1	10.00		
59	1,163.80			12	172.55		
1,384	25,554.60	7	106.10	1,492	28,859.54	9	106.73

## No. 12.—Statement showing the number and amount of international money-

States and Territories.	Victoria.				Japan.			
	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					3	\$78.43		
Arizona								
Arkansas	2	\$73.05			1	5.00		
California	198	4,309.73			302	8,135.54		
Colorado	6	130.08			3	60.00		
Connecticut	15	282.42			11	246.37		
Dakota					2	42.77		
Delaware	1	24.35						
District of Columbia	13	114.70			33	528.70	1	\$0.75
Florida	4	10.94			1	1.00		
Georgia	1	6.08			23	456.42		
Idaho								
Illinois	57	737.91			33	709.14		
Indiana	19	568.21			11	323.49		
Indian Territory								
Iowa	5	62.44	1	\$0.12	1	29.35		
Kansas	3	63.31			9	95.63		
Kentucky	6	112.73			2	21.18		
Louisiana	2	58.44						
Maine	143	857.34			2	31.55		
Maryland	4	107.62			16	311.45		
Massachusetts	84	1,236.50	1	.73	50	675.18		
Michigan	20	290.99			132	4,643.83		
Minnesota	6	47.47			7	119.36		
Mississippi								
Missouri	19	362.80			9	329.00		
Montana	1	14.61						
Nebraska					1	3.66		
Nevada								
New Hampshire	1	24.35						
New Jersey	22	403.84			18	231.37	1	\$0.00
New Mexico								
New York	566	7,449.44	1	.61	302	3,240.52	2	45.00
North Carolina					6	60.00		
Ohio	41	665.14			21	361.50		
Oregon	2	34.09						
Pennsylvania	81	1,447.83	2	38.96	54	758.89		
Rhode Island	12	228.36			7	116.64		
South Carolina	2	63.31			3	35.00		
Tennessee	2	7.30	1	19.48	17	469.69		
Texas	5	59.90						
Utah								
Vermont	1	9.74			1	10.00		
Virginia	5	93.49			3	25.77		
Washington	7	265.41	1	4.87	1	7.46		
West Virginia					1	50.00		
Wisconsin	11	358.05			1	4.00		
Wyoming								
Total	1,367	20,521.97	7	64.77	1,096	22,217.89	4	95.75

orders issued, paid and repaid, and fees collected, etc.—Continued.

New Zealand.				Hawaiian Kingdom.			
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.
1	\$0.73			3	\$150.00		
239	4,186.92	9	\$419.99	929	15,562.48		
22	279.63	1	7.18	4	31.10		
1	4.87			19	89.16		
1	30.92			2	30.00		
19	165.78			20	66.30		
1	1.15						
99	1,153.51			116	1,051.49		
24	519.44			11	125.70		
1	19.48			14	300.25		
9	134.65			2	53.75		
				6	39.50		
211	1,513.56			67	1,032.90		
4	58.44			26	361.55		
128	1,414.42	2	9.74	17	262.00		
27	304.20			189	2,395.13		
6	87.66			18	290.35		
				7	67.25		
13	135.37			36	397.62		
3	14.61			3	10.00		
1	9.74			1	50.00		
18	341.13			16	129.50		
600	6,976.48			497	4,917.03		
63	570.51			62	730.47		
4	35.87			1	50.00		
87	708.04			108	787.24		
6	55.16			2	27.12		
1	21.99			3	68.10		
4	146.10			1	3.09		
4	15.82			1	5.00		
4	4.97			4	9.50		
2	35.50			6	211.25		
				13	323.50		
10	83.21			5	38.15		
1,703	19,029.86	12	430.91	2,209	29,666.39		

## No. 12.—Statement showing the number and amount of international money-

States and Territories.	Jamaica.				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 repaid.	Amount of orders repaid.
Alabama								
Arizona								
Arkansas								
California	16	\$251.43	1	\$2.50	6	\$218.63		
Colorado								
Connecticut	31	124.98			7	70.10		
Dakota								
Delaware								
District of Columbia	16	238.60	2	71.20	3	22.27		
Florida	1	19.48			1	9.31		
Georgia	4	88.99			1	.73		
Idaho								
Illinois	43	463.48			12	202.67		
Indiana	1	1.10			1	24.35		
Indian Territory								
Iowa	6	194.11			1	24.35		
Kansas								
Kentucky								
Louisiana	46	1,643.30			3	8.02		
Maine	70	126.98			24	116.82		
Maryland	67	1,812.59			13	562.48		
Massachusetts	89	1,169.70	1	4.87	20	359.86		
Michigan	5	91.05						
Minnesota	12	171.41						
Mississippi								
Missouri	17	497.25			6	174.17		
Montana								
Nebraska	1	24.35						
Nevada								
New Hampshire								
New Jersey	20	430.83			13	296.96		
New Mexico								
New York	2,147	70,580.37	2	19.48	132	1,655.78		
North Carolina								
Ohio	33	1,096.50			7	104.70		
Oregon								
Pennsylvania	141	2,913.82	1	5.01	13	181.62		
Rhode Island	6	60.43			2	38.96		
South Carolina								
Tennessee								
Texas	8	232.74						
Utah								
Vermont	2	60.00						
Virginia	11	382.21						
Washington								
West Virginia								
Wisconsin	1	5.05			5	143.59		
Wyoming								
Total	2,794	82,656.74	7	103.06	270	4,235.37		

Windward Islands.				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 repaid.	Amount of orders repaid.
4	\$196. 10						
9	116. 89			1	\$1. 01		
12	54. 25			1	1. 15		
2	41. 39						
21	264. 06			2	3. 69		
2	2. 60						
12	342. 73						
7	242. 07						
1	19. 54			1	24. 86		
1	1. 01						
44	269. 09			7	47. 95		
1	48. 70			1	35. 40		
99	2, 782. 63	1	\$10. 00	12	30. 13	1	\$1. 00
1	14. 73						
28	644. 10			2	22. 23		
1, 112	40, 232. 39			251	8, 109. 77		
57	2, 131. 89			1	4. 87		
141	3, 813. 58			24	470. 75		
6	107. 32						
2	7. 67						
3	107. 40						
1	45. 00						
1, 506	51, 485. 14	1	10. 00	303	8, 751. 81	1	1. 00

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Tasmania.				Queensland.			
	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								
Arizona								
Arkansas								
California	20	\$660.88			62	\$1,902.35		
Colorado								
Connecticut	6	46.80			15	613.62		
Dakota								
Delaware								
District of Columbia					2	15.37		
Florida								
Georgia								
Idaho								
Illinois	7	35.51			32	557.46		
Indiana	1	.30			2	11.68		
Indian Territory								
Iowa	1	2.03			4	41.26		
Kansas								
Kentucky								
Louisiana	2	26.79						
Maine	93	606.81			30	215.26		
Maryland	1	2.44			1	9.74		
Massachusetts	14	258.40			34	403.81		
Michigan					3	7.90		
Minnesota	1	9.74			7	106.89		
Mississippi								
Missouri	1	4.87			4	38.65		
Montana								
Nebraska								
Nevada								
New Hampshire	2	97.40						
New Jersey	4	66.80			11	168.60		
New Mexico								
New York	97	896.27			186	2,208.84		
North Carolina								
Ohio	11	82.32			25	440.52		
Oregon					2	52.35		
Pennsylvania	20	76.94			23	356.07		
Rhode Island								
South Carolina								
Tennessee					1	16.19		
Texas					1	25.00		
Utah								
Vermont					1	2.02		
Virginia	1	4.14						
Washington								
West Virginia								
Wisconsin	3	51.14			5	78.15		
Wyoming					2	97.40		
Total	285	2,929.58			453	7,369.13		



orders issued, paid, and repaid, and fees collected, etc.—Continued.

Denmark.				Totals.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
1	\$1.25			283	\$7,412.23	9	\$192.39
				44	1,524.78		
				350	9,035.62	5	22.29
74	2,401.84	1	\$25.00	10,888	249,738.11	163	2,993.46
25	823.91			2,107	53,883.42	41	951.23
16	268.75			5,490	70,895.19	64	730.06
62	2,166.84	1	5.00	1,635	49,796.46	14	162.25
				221	4,065.13	6	50.24
27	43.89			4,960	35,143.94	30	518.31
2	62.20			822	18,918.98	4	70.00
				409	7,740.73	5	41.06
1	10.72			84	2,652.54	4	142.15
260	6,671.47	2	4.40	25,688	438,938.51	212	2,902.72
6	93.30			3,315	67,602.03	34	411.16
				7	148.33		
129	4,061.29			3,988	98,869.44	28	325.06
40	1,072.07			1,668	51,135.40	26	530.27
1	13.40			1,048	24,977.97	12	95.92
2	13.40			2,244	41,152.04	19	267.35
9	237.56			3,983	47,102.86	21	281.40
4	49.53			2,362	49,245.55	21	295.23
41	801.75			24,367	331,160.77	283	3,632.45
61	1,690.90			11,493	219,814.29	130	2,082.18
158	4,261.72			6,264	163,419.37	59	665.20
				90	1,918.28	5	26.85
21	532.62			5,364	119,097.94	60	754.53
				778	20,161.68	23	391.43
107	3,435.04			2,213	65,212.82	29	427.11
				114	3,508.41	3	56.99
				714	12,790.46	19	268.12
34	914.68	3	13.19	6,898	130,279.83	123	1,304.01
2	48.79			102	3,140.57	2	29.90
237	4,046.99	2	25.00	82,900	1,177,982.78	541	6,559.25
				173	4,283.77	6	17.29
29	773.95			10,568	198,221.17	106	1,126.04
5	150.99	2	13.00	1,492	34,983.16	23	320.19
50	1,155.09			21,382	320,424.62	200	2,507.05
2	11.25			1,782	31,747.96	24	235.76
1	38.99			147	3,050.04	3	25.74
3	45.04			514	10,426.04	10	141.50
8	180.13			2,251	59,420.24	31	172.84
19	473.72	2	11.50	353	7,589.85	10	45.91
2	72.22			935	16,061.67	17	130.08
5	89.72			771	16,078.69	9	188.70
10	405.20			1,679	43,989.68	11	268.25
1	3.70			171	4,012.14	3	25.02
123	2,994.18	1	4.00	6,112	157,777.39	70	941.75
4	132.58			141	3,657.95	5	82.58
1,582	40,270.71	14	101.18	261,679	4,490,728.23	2,521	33,520.04

No. 13.—*Statement showing the receipts and disbursements of the money-order offices of the United States for the fiscal year ended June 30, 1889.*

## RECEIPTS.

Balance in the hands of postmasters June 30, 1888.....		\$1,722,360.05
Amount received for domestic money-orders issued.....	\$115,081,845.79	
Amount received for postal-notes issued.....	12,082,190.73	
Amount received for international money-orders issued.....	12,280,516.67	
Total issued.....		139,444,553.19
Amount received for fees on domestic money-orders issued.....	933,607.50	
Amount received for fees on postal-notes issued.....	204,377.82	
Amount received for fees on international money-orders issued.....	151,845.60	
Total fees.....		1,289,830.92
Amount of deposits received from postmasters.....	104,633,222.35	
Amount of drafts drawn on postmaster at New York, N. Y.....	11,866,242.01	
Amount transferred from postage fund.....	631,527.64	
Amount of gain.....	157.00	
Amount of premium.....	56.85	
Balance due postmasters.....	29,756.41	
Total receipts.....		259,617,706.42

## DISBURSEMENTS.

Amount of domestic money-orders paid.....	\$114,447,868.90	
Amount of postal-notes paid.....	11,925,658.26	
Amount of international money-orders paid.....	4,490,728.23	
Total paid.....		130,864,255.39
Amount of domestic money-orders repaid.....	834,038.04	
Amount of postal notes repaid.....	152,419.44	
Amount of international money-orders repaid.....	33,520.04	
Total repaid.....		1,019,977.52
Amount of drafts paid by postmaster at New York, N. Y.....	11,859,194.49	
Amount deposited at first-class offices.....	113,042,862.90	
Amount transferred to postage fund.....	651,708.83	
Amount of expense.....	110,580.82	
Amount of loss.....	4,712.90	
Amount paid for commissions on money-orders.....	316,452.47	
Amount paid for commissions on postal-notes.....	55,099.49	
Miscellaneous items.....	13,140.39	
Balance in the hands of postmasters June 30, 1889..	1,679,721.22	
Total disbursements.....		127,733,473.51
Total disbursements.....		259,617,706.42

No. 14.—*Statement showing the transfers to and from the money-order account for the fiscal year ended June 30, 1889.*

Amount transferred to money-order account.....	\$631,527.64	
Balance due postal account June 30, 1888.....	334,924.88	
		\$966,452.52
Amount transferred from money-order account.....	651,708.83	
Balance due postal account June 30, 1889.....	314,743.69	
		966,452.52

No. 15.—*Statement showing the money-order transactions with the United States assistant treasurer, New York, N. Y., for the fiscal year ended June 30, 1889.*

Balance in the hands of assistant treasurer June 30, 1888	\$2,700, 106. 04	
Amount deposited with assistant treasurer.....	3, 618, 439. 11	
		<u>\$6, 318, 545. 15</u>
Amount of drafts paid by the assistant treasurer .....	3, 443, 514. 52	
Balance in the hands of assistant treasurer June 30 1889	2, 875, 030. 63	
		<u>6, 318, 545. 15</u>

No. 16.—*Statement showing the revenue accrued on money-order and postal-note transactions for the fiscal year ended June 30, 1889.*

## DOMESTIC.

Amount received for fees on money-orders issued.....	933, 607. 50	
Amount of gain.....	157. 00	
Amount of premium.....	56. 85	
		<u>\$933, 821. 35</u>
Amount allowed postmasters:		
For commissions.....	\$311, 683. 96	
For incidental expenses.....	83, 459. 79	
For lost remittances and burglaries .....	4, 712. 90	
		<u>399, 856. 65</u>
Net revenue .....		<u>533, 964. 70</u>
		<u>933, 821. 35</u>

## POSTAL-NOTES.

Amount received for fees on postal-notes issued .....		294, 377. 82
Amount allowed postmasters:		
For commissions.....	55, 099. 49	
For incidental expenses.....	21, 368. 88	
		<u>76, 468. 37</u>
Net revenue .....		<u>127, 909. 45</u>
		<u>204, 377. 82</u>

## INTERNATIONAL.

*Statement showing the revenue which accrued on international money-order transactions during the fiscal year ended June 30, 1889.*

## CANADA.

Amount received for fees on orders issued.....	\$15, 465. 05	
Excess of commissions received.....	792. 34	
		<u>\$16, 257. 39</u>
Amount allowed postmasters:		
For commissions.....	697. 61	
For incidental expenses.....	431. 04	
		<u>1, 128. 65</u>
Net revenue .....		<u>15, 128. 74</u>
		<u>16, 257. 39</u>

## GREAT BRITAIN AND IRELAND.

Amount received for fees on orders issued .....		65, 560. 35
Amount allowed postmasters:		
For commissions.....	2, 275. 33	
For incidental expenses.....	2, 577. 17	
		<u>4, 852. 50</u>

Amount paid Great Britain :		
For loss on exchange .....	\$11,323.07	
For excess of commissions .....	21,384.39	
For incidental expenses .....	119.00	
		<u>\$32,826.46</u>
Net revenue .....		27,881.39
		<u>65,560.35</u>

## GERMANY.

Amount received for fees on orders issued .....	34,110.00	
Amount of gain on exchange .....	17,422.89	
		<u>51,532.89</u>
Amount allowed postmasters :		
For commissions .....	903.06	
For incidental expenses .....	1,418.05	
		<u>2,321.11</u>
Amount paid Germany :		
For excess of commissions .....	9,664.62	
For incidental expenses .....	88.44	
		<u>9,753.06</u>
Net revenue .....		39,458.72
		<u>51,532.89</u>

## SWITZERLAND.

Amount received for fees on orders issued .....	7,153.40	
Amount of gain on exchange .....	8,652.32	
		<u>15,805.72</u>
Amount allowed postmasters :		
For commissions .....	181.82	
For incidental expenses .....	264.69	
		<u>446.51</u>
Amount paid Switzerland for excess of commissions .....		2,738.35
Net revenue .....		12,620.86
		<u>15,805.72</u>

## ITALY.

Amount received for fees on orders issued .....	9,844.10	
Amount of gain on exchange .....	19,258.20	
		<u>29,102.30</u>
Amount allowed postmasters :		
For commissions .....	205.06	
For incidental expenses .....	253.26	
		<u>458.32</u>
Amount paid Italy for excess of commissions .....		3,844.91
Net revenue .....		24,799.07
		<u>29,102.30</u>

## FRANCE.

Amount received for fees on orders issued .....	3,313.70	
Amount of gain on exchange .....	3,758.91	
		<u>7,072.61</u>
Amount allowed postmasters :		
For commissions .....	69.89	
For incidental expenses .....	549.18	
		<u>619.07</u>
Amount paid France for excess of commissions .....		1,162.66
Net revenue .....		5,290.88
		<u>7,072.61</u>

## JAMAICA.

Amount received for fees on orders issued .....	\$32.30	
For excess of commissions .....	459.50	
		<u>\$491.80</u>
Amount allowed postmasters:		
For commissions .....	.93	
For incidental expenses .....	1.85	
		<u>2.78</u>
Net revenue .....		<u>489.02</u>
		<u>491.80</u>

## NEW ZEALAND.

Amount received for fees on orders issued .....	143.20	
For excess of commissions .....	61.34	
		<u>204.54</u>
Amount allowed postmasters:		
For commissions .....	2.37	
For incidental expenses .....	5.44	
		<u>7.81</u>
Net revenue .....		<u>196.73</u>
		<u>204.54</u>

## NEW SOUTH WALES.

Amount received for fees on orders issued .....	103.10	
For excess of commissions .....	136.10	
		<u>239.20</u>
Amount allowed postmasters:		
For commissions .....	2.57	
For incidental expenses .....	5.22	
		<u>7.79</u>
Net revenue .....		<u>231.41</u>
		<u>239.20</u>

## VICTORIA.

Amount received for fees on orders issued .....	79.20	
For excess of commissions .....	135.85	
		<u>215.05</u>
Amount allowed postmasters:		
For commissions .....	1.19	
For incidental expenses .....	5.13	
		<u>6.32</u>
Net revenue .....		<u>208.73</u>
		<u>215.05</u>

## BELGIUM.

Amount received for fees on orders issued .....	659.60	
Amount of gain in exchange .....	486.56	
		<u>1,146.16</u>
Amount allowed postmasters:		
For commissions .....	33.94	
For incidental expenses .....	29.65	
		<u>63.59</u>
Amount paid Belgium for excess of commissions .....		<u>132.21</u>
Net revenue .....		<u>950.36</u>
		<u>1,146.16</u>

## PORTUGAL.

Amount received for fees on orders issued.....		\$117.05
Amount allowed postmasters:		
For commissions .....	\$4.30	
For incidental expenses.....	13.84	
		18.14
Amount paid Portugal:		
For excess of commissions .....	15.77	
For loss on exchange.....	16.01	
		31.78
Net revenue.....		67.13
		117.05

## SWEDEN.

Amount received for fees on orders issued.....	8,641.80	
Loss .....	1,737.22	
		10,379.02
Amount allowed postmasters:		
For commissions .....	242.52	
For incidental expenses .....	107.66	
		350.18
Amount paid Sweden:		
For loss on exchange .....	6,649.22	
For excess of commissions.....	3,379.62	
		10,028.84
		10,379.02

## TASMANIA.

Amount received for fees on orders issued.....	8.90	
For excess of commissions.....	14.87	
		23.77
Amount allowed postmasters:		
For commissions .....	.64	
For incidental expenses.....	.03	
		.67
Net revenue .....		23.10
		23.77

## WINDWARD ISLANDS.

Amount received for fees on orders issued.....	60.40	
For excess of commissions .....	237.64	
		298.04
Amount allowed postmasters:		
For commissions .....	.77	
For incidental expenses.....	1.21	
		1.98
Net revenue .....		296.06
		298.04

## JAPAN.

Amount received for fees on orders issued.....	129.35	
For excess of commissions.....	72.15	
		201.50

Amount allowed postmasters:		
For commissions .....	\$1.61	
For incidental expenses .....	6.58	
		<u>\$8.19</u>
Net revenue .....		193.31
		<u>201.50</u>

## CAPE COLONY.

Amount received for fees on orders issued .....	9.10	
For excess of commissions .....	24.67	
		<u>33.77</u>
Amount allowed postmasters:		
For commissions .....	.22	
For incidental expenses .....	1.26	
		<u>1.48</u>
Net revenue .....		32.29
		<u>33.77</u>

## HAWAIIAN KINGDOM.

Amount received for fees on orders issued .....	56.85	
For excess of commissions .....	246.75	
		<u>303.60</u>
Amount allowed postmasters:		
For commissions .....	2.75	
For incidental expenses .....	3.59	
		<u>6.34</u>
Net revenue .....		297.26
		<u>303.60</u>

## QUEENSLAND.

Amount received for fees on orders issued .....	14.40	
For excess of commissions .....	39.94	
		<u>54.34</u>
Amount allowed postmasters:		
For commissions .....	.74	
For incidental expenses .....	.47	
		<u>1.21</u>
Net revenue .....		53.13
		<u>54.34</u>

## LEeward ISLANDS.

Amount received for fees on orders issued .....	18.10	
For excess of commissions .....	41.38	
		<u>59.48</u>
Amount allowed postmasters:		
For commissions .....	.12	
For incidental expenses .....	.31	
		<u>.43</u>
Net revenue .....		59.05
		<u>59.48</u>

## NORWAY.

Amount received for fees on orders issued .....	4,785.05	
Loss .....	1,254.33	
		<u>6,039.38</u>
Amount allowed postmasters:		
For commissions .....	74.63	
For incidental expenses .....	44.94	
		<u>119.57</u>

Amount paid Norway:		
For loss on exchange.....	\$3,930.93	
For excess of commissions.....	1,988.88	
		<u>\$5,919.81</u>
		6,039.38

## NETHERLANDS.

Amount received for fees on orders issued.....	441.00	
Amount of gain on exchange.....	50.89	
		<u>491.89</u>
Amount allowed postmasters:		
For commissions.....	21.88	
For incidental expenses.....	19.58	
		<u>41.46</u>
Amount paid Netherlands for excess of commissions.....		28.61
Net revenue.....		<u>421.82</u>
		491.89

## DENMARK.

Amount received for fees on orders issued.....		1,099.60
Amount allowed postmasters:		
For commissions.....	44.56	
For incidental expenses.....	12.00	
		<u>56.56</u>
Amount paid Denmark:		
For loss on exchange.....	552.93	
For excess of commissions.....	266.96	
		<u>819.89</u>
Net revenue.....		<u>223.15</u>
		1,099.60

## No. 17.—Recapitulation of net revenue.

Revenue on domestic money-order transactions.....		\$533,964.70
Revenue on postal-note transactions.....		127,909.45
Revenue on transactions with—		
Canada.....	\$15,123.74	
Great Britain and Ireland.....	27,881.39	
Germany.....	39,458.72	
Switzerland.....	12,620.86	
Italy.....	24,799.07	
France.....	5,290.88	
Jamaica.....	489.02	
New Zealand.....	196.73	
New South Wales.....	231.41	
Victoria.....	208.73	
Belgium.....	950.36	
Portugal.....	67.13	
Tasmania.....	23.10	
Windward Islands.....	296.06	
Japan.....	193.31	
Cape Colony.....	32.29	
Hawaiian Kingdom.....	297.26	
Queensland.....	53.13	
Leeward Islands.....	59.05	
Netherlands.....	421.82	
Denmark.....	223.15	
		<u>128,922.21</u>
Less loss on transactions with—		
Sweden.....	\$1,737.22	
Norway.....	1,254.33	
		<u>2,991.55</u>
		125,930.66
Total revenue.....		<u>787,804.81</u>



No. 18.—*Statement of assets and liabilities, June 30, 1889.*

## ASSETS.

Balance in the hands of the United States Assistant Treasurer at New York, N. Y., June 30, 1889.....	\$2,875,030.63
Balance in the hands of postmasters June 30, 1889.....	1,679,721.22
<b>Total.....</b>	<b>4,554,751.85</b>

## LIABILITIES.

Amount due postal account.....	314,743.69
Revenue on money-order and postal-note account.....	787,804.81
Unpaid domestic money-orders, postal-notes, and international money-orders and balances of unadjusted international accounts.....	3,422,446.94
Balances due postmasters June 30, 1889.....	29,756.41
<b>Total.....</b>	<b>4,554,751.85</b>

No. 19.—*Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1889.*

Nationalities.	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
<i>International lists of orders of United States issues received, examined, registered, and checked.</i>						
Canada.....	330	\$1,297,790.86				\$18,510.97
Great Britain.....	186	5,122,035.11		\$297,651.98	10	
Germany.....	167	2,683,310.83		60,815.66	18	
Switzerland.....	155	589,963.39		38,553.66	11	
Italy.....	153	922,862.24		50,083.16	9	
France.....	12	264,729.36		32,450.16		
Jamaica.....	71	3,058.47	29			206.74
New Zealand.....	27	15,614.86	13	3,855.04		
New South Wales.....	28	13,115.14				944.35
Victoria.....	28	11,159.02	1	1,639.43		
Belgium.....	150	57,031.08		8,831.59	5	
Portugal.....	127	14,320.36		3,362.90	52	
Sweden.....	152	756,017.78		281,514.01	16	
Tasmania.....	26	918.23		127.66	3	
Windward Islands.....	52	7,571.85		3,602.27	3	
Cape Colony.....	73	783.88	3			308.10
Hawaii.....	59	5,712.44	4	51.39		
Queensland.....	28	2,227.55	1			114.52
Japan.....	40	11,077.85	4	2,562.58		
Leeward Islands.....	37	1,354.13		570.80	9	
Norway.....	160	428,535.23	2	195,410.53		
Netherlands.....	153	32,320.95	7	4,799.44		
Denmark.....	154	96,197.89	83	61,551.00		
	2,368					
<i>International lists of orders of foreign issue, received examined, registered, and checked.</i>						
Canada.....	330	1,431,795.09		106,339.39		
Great Britain.....	374	845,781.51	13	94,323.07		
Germany.....	104	1,394,345.96		1,699.31	1	
Switzerland.....	220	204,210.97			2	13,705.56
Italy.....	105	55,354.94	1	18,593.74		
France.....	12	86,297.71		7,677.23		
Jamaica.....	59	85,435.10	8	20,365.61		
New Zealand.....	27	23,994.56				3,616.92
New South Wales.....	23	34,700.34		1,602.33		
Victoria.....	34	29,369.03	3	1,931.77		
Belgium.....	105	33,406.16			1	2,326.02
Portugal.....	108	12,245.12	8			1,617.88
Sweden.....	368	80,003.47		22,347.72	1	
Tasmania.....	15	3,261.57			1	450.32
Windward Islands.....	72	52,021.01			9	10,752.07
Cape Colony.....	52	5,398.58	4	1,339.64		

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1889—(continued).

Nationalities.	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
<i>International list of orders of foreign issue, etc.—Continued.</i>						
Hawaii	86	\$41,224.83		\$9,023.49	17	
Queensland	27	8,687.49		2,366.34		
Japan	47	23,632.87	2	4,311.41		
Leeward Islands	41	9,621.81		4,798.05	2	
Norway	305	30,353.97		8,195.36	3	
Netherlands	208	26,598.70		2,041.54	6	
Denmark	385	42,792.51	196	22,661.15		
	3,172					
<i>International accounts received, examined, registered, and adjusted.</i>						
Canada	4	2,747,371.80		79,977.22		
Great Britain	12	6,016,779.07		383,687.67		
Germany	4	4,121,220.88		61,061.73		
Switzerland	4	892,166.08		25,017.13		
Italy	4	986,456.36		68,912.87		
France	4	357,153.62		40,035.60		
Jamaica	4	89,080.01		19,933.47		
New Zealand	4	40,513.92		695.25		
New South Wales	4	48,625.28		647.88		
Victoria	4	41,047.72		3,574.14		
Belgium	4	91,555.65		6,500.88		
Portugal	4	13,933.40				\$2,460.87
Sweden	4	841,948.83		304,868.38		
Tasmania	4	4,294.80			2	1,891.97
Windward Islands	4	60,031.11				7,259.35
Cape Colony	4	6,315.18		1,107.32		
Hawaii	4	47,429.20		8,901.99		
Queensland	4	11,154.06		2,377.04		
Japan	4	35,201.40		7,061.81		
Leeward Islands	4	11,191.06		4,947.77	1	
Norway	4	461,605.16		204,899.55		
Netherlands	4	59,395.64		6,473.72		
Denmark	4	139,994.83	2	84,795.83		
	100					

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, 1889.

Steam-ship lines.	England.		Austria.		Belgium.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	41,881,378	212,408,597	6,693,645	14,538,625	1,223,490	8,602,540
Cunard (limited), New York	47,226,342	239,041,851	2,797,950	7,593,150	1,130,735	8,908,070
Liverpool and Great Western	12,947,119	62,810,969	634,380	1,650,510	238,755	1,563,110
General Transatlantic	754,736	4,740,960	100,265	367,925	56,555	290,695
White Star	8,985,567	27,808,917	45,315	77,810	37,055	47,265
Hamburg-American	2,445,773	16,343,155	611,000	1,510,870	73,895	503,340
Anchor	1,249,960	3,709,846	16,980	27,160	10,585	22,075
Cunard (limited), Boston	725,052	4,155,300			167,575	1,609,540
Inman and International	3,066,151	13,100,389	145,815	283,355	81,220	326,970
American	311					
Thingvalla						
Red Star					10,006	7,595
Netherlands Steam Navigation						
Total	118,682,419	584,119,984	11,105,350	26,049,405	3,029,871	17,880,119
Increase compared with last year	4,601,234	59,058,119	983,510	3,697,565	59,839	1,941,635

No. 20.—*Weight of letters, newspapers, etc., sent from the United States, etc.*—Continued.

Steam-ship lines.	Denmark.		France.		Germany.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	3,196,840	7,316,145	7,271,040	37,476,206	40,412,420	161,762,444
Cunard (limited), New York	666,140	1,242,965	1,220,771	4,256,080	10,354,285	39,968,791
Liverpool and Great Western	180,635	413,480	1,101,111	6,858,144	1,966,949	9,410,608
General Transatlantic	67,145	135,390	7,759,278	36,624,504	885,764	3,047,197
White Star	10,125	18,280	1,177,068	2,588,500	379,568	686,615
Hamburg-American	312,250	596,355	369,424	2,464,152	3,278,516	17,364,490
Anchor	10,155	7,705	48,360	90,954	123,198	278,132
Cunard (limited), Boston			46,335	459,610		
Inman and International	29,885	41,875	408,634	1,561,716	577,263	1,823,092
American						
Thingvalla						
Red Star						
Netherlands Steam Navigation						
Total	4,477,575	9,772,195	18,422,561	90,179,866	58,006,952	234,361,809
Increase compared with last year	434,821	1,954,007	1,756,765	12,237,026	1,578,670	20,545,509

Steam-ship lines.	Italy.		Netherlands.		Norway.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	6,047,475	19,845,670	1,509,875	5,331,700	6,896,895	13,141,730
Cunard (limited), New York	813,935	3,152,495	1,239,165	5,166,750	1,438,440	2,452,680
Liverpool and Great Western	1,089,895	3,209,835	240,960	1,006,070	372,765	962,825
General Transatlantic	4,613,610	18,343,285	43,850	289,899	142,960	307,105
White Star	55,765	102,285	65,790	24,150	16,695	18,680
Hamburg-American	433,230	1,396,775	89,245	421,210	646,510	877,200
Anchor	14,910	60,590	13,695	12,095	8,505	7,705
Cunard (limited), Boston						
Inman and International	318,620	881,395	71,230	174,495	40,995	94,115
American						
Thingvalla					1,765	16,395
Red Star						
Netherlands Steam Navigation			4,005	2,680		
Total	13,980,870	47,058,330	3,337,725	12,429,940	9,481,530	17,578,435
Increase compared with last year	813,260	1,793,270	413,930	1,219,500	716,700	2,752,800

Steam-ship lines.	Portugal.		Russia.		Spain.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	458,565	1,139,095	6,807,860	8,491,495	1,159,280	6,595,080
Cunard (limited), New York	60,815	282,225	1,316,890	1,754,775	161,145	965,400
Liverpool and Great Western	89,290	253,850	356,430	483,785	155,100	968,325
General Transatlantic	302,605	1,170,495	131,110	160,245	722,340	5,673,085
White Star	2,810	2,415	26,030	40,240	12,890	35,980
Hamburg-American	32,805	67,960	626,280	661,465	51,710	366,805
Anchor	1,100	2,960	12,720	8,765	3,445	11,095
Cunard (limited), Boston						
Inman and International	27,995	40,685	68,205	52,090	52,880	213,575
American						
Thingvalla						
Red Star						
Netherlands Steam Navigation						
Total	975,385	2,959,685	9,345,525	11,653,860	2,318,900	14,828,345
Increase compared with last year	123,755	687,640	1,360,545	1,703,410	73,730	1,074,450

No. 20.—*Weight of letters, newspapers, etc., sent from the United States, etc.*—Continued.

Steam-ship lines.	Sweden.		Switzerland.		Turkey.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd .....	13,851,541	37,088,896	2,274,280	10,548,690	531,115	4,583,140
Cunard (limited), New York ..	2,824,670	5,732,159	451,055	1,790,060	110,595	1,071,425
Liverpool and Great Western ..	723,575	1,717,043	316,205	1,991,975	25,440	107,629
General Transatlantic .....	299,050	797,710	1,738,210	9,797,449	11,070	111,475
White Star .....	44,325	87,325	19,800	71,245	2,775	17,160
Hamburg-American .....	1,405,190	4,234,260	132,185	988,910	41,885	533,715
Anchor .....	28,245	21,000	8,630	42,250	2,370	6,240
Cunard (limited), Boston .....	127,820	104,665	110,025	460,185	5,870	27,900
Inman and International .....						
American .....						
Thingvalla .....						
Red Star .....						
Netherlands Steam Navigation ..						
Total .....	19,304,416	49,863,060	5,080,470	25,690,755	733,020	6,558,785
Increase compared with last year .....	1,003,011	8,858,694	121,420	2,280,283	89,800	290,750

## West Coast of Africa, steamer Nithsdale:

Letters .....	255
Prints .....	6,770

## RECAPITULATION BY STEAM-SHIP LINES.

Steam-ship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd .....	140,785,809	546,890,613
Cunard (limited), New York .....	71,812,873	321,379,476
Liverpool and Great Western .....	19,897,039	93,264,181
General Transatlantic .....	17,088,268	81,865,861
White Star .....	9,882,168	29,426,707
Hamburg-American .....	10,575,897	48,329,662
Anchor .....	1,552,858	4,316,572
Cunard (limited), Boston .....	938,062	6,214,450
Inman and International .....	5,138,608	19,277,162
American .....	311	
Thingvalla .....	1,765	10,295
Red Star .....	10,006	7,595
Netherlands Steam Navigation ..	4,005	2,630
Steamer Nithsdale .....	255	6,770
Total .....	278,288,824	1,150,992,464

## RECAPITULATION BY COUNTRIES.

Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
England .....	118,682,419	584,119,964
Austria .....	11,105,350	26,019,405
Belgium .....	3,029,871	17,880,129
Denmark .....	4,477,575	9,772,195
France .....	18,422,561	90,179,896
Germany .....	58,006,952	234,361,869
Italy .....	13,986,870	47,058,230
Netherlands .....	3,357,725	12,429,940
Norway .....	9,481,530	17,578,435
Portugal .....	975,385	2,959,685
Russia .....	9,345,525	11,633,880
Spain .....	2,318,900	14,829,345
Sweden .....	19,304,416	49,863,060
Switzerland .....	5,080,470	25,690,755
Turkey .....	733,020	6,558,785
West Coast of Africa .....	255	6,770
Total .....	278,288,824	1,150,992,464
Increase compared with last fiscal year .....	14,737,880	126,105,037

No. 21.—Statement showing the weight of letters and newspapers, etc., sent by sea from the United States to countries other than European of the Universal Postal Union for the fiscal year ending June 30, 1889.

Countries and colonies.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Cuba	3,572,984	34,417,023
Australasia (non Union)	3,126,151	62,915,642
Japan	2,925,591	31,730,221
Hong Kong	1,734,014	5,356,882
Hawaiian Islands	1,917,721	22,317,619
British Columbia	1,145,352	4,233,838
Windward Islands	1,340,800	12,882,440
United States of Colombia	1,512,475	20,640,964
Mexico	1,270,083	12,985,765
Brazil	1,214,604	17,635,562
Venezuela	1,016,070	13,256,765
Nova Scotia	932,594	.....
Argentine Republic	734,292	15,426,607
Bermuda	772,585	7,678,750
Guatemala	727,594	9,175,129
Jamaica	706,970	7,552,340
Chili	705,741	15,689,985
United States consul at Shanghai	649,934	10,850,188
Peru	595,254	11,260,263
Nicaragua	519,836	6,109,616
Costa Rica	518,572	6,195,302
Haiti	456,525	4,526,629
Ecuador	339,738	4,034,281
Republic of Honduras	421,215	5,228,043
Salvador	331,729	5,291,305
Curaçao	312,880	1,681,785
Bahamas	270,020	3,193,981
British Honduras	232,090	1,702,680
From United States consul at Shanghai	221,557	470,347
Uruguay	183,110	4,133,725
San Domingo	183,050	3,405,190
Porto Rico (direct)	199,530	1,284,390
Samoa	174,853	2,061,116
Porto Rico and St. Thomas (via Cuba)	168,675	2,654,450
Manila	73,793	1,069,444
Tahiti	70,811	1,222,391
Bolivia	59,410	1,594,800
Newfoundland	55,140	496,245
Turk's Island	39,845	201,230
Singapore	19,238	404,832
New Caledonia	14,405	181,924
Paraguay	12,760	417,100
Java	9,049	44,715
St. Pierre and Miquelon	5,955	33,215
Morquesas and Marshall Islands	5,784	170,144
Siam	5,780	131,727
Cochin China	5,711	56,808
St. Thomas	482	623
Total	31,521,372	403,983,101
Increase compared with last fiscal year	3,184,294	57,899,105

No. 22.—Statement showing the weight of foreign closed mails retransported by sea, and the amounts accruing to steam-ship companies for their carriage during the fiscal year ending June 30, 1889.

Steam-ship lines.	Letters.	Prints.	Amount.
	<i>Grams.</i>	<i>Grams.</i>	<i>Dollars.</i>
North German Lloyd.....	12 907,955	38,580,090	16,179.73
Cunard (limited).....	6 365,494	17,514,933	7,832.90
Liverpool and Great Western.....	2,224,073	6,566,005	2,779.85
General Transatlantic.....	1,006,301	3,969,866	1,354.17
White Star.....	785,724	2,827,922	1,031.12
Inman.....	540,455	1,507,650	675.71
Pacific Mail.....	153,032	3,163,489	452.95
Hamburg American.....	360,306	932,683	446.38
New York and Cuba.....	129,820	2,566,618	372.96
Anchor.....	122,265	318,913	148.76
Red D.....	51,842	418,137	89.89
Clyde.....	33,711	409,455	72.05
Quebec.....	15,213	129,605	27.19
Atlas.....	11,432	37,816	14.68
Royal Dutch.....	6,133	45,346	10.29
Honduras and Central American.....	4,591	4,810	4.89
Atlantic and West India.....	3,989	8,880	4.70
Haytian Republic.....	1,442	36,140	4.88
United States and Brazil.....	2,331	9,166	3.13
James Watt.....	678	8,262	1.45
George Christall Line.....	98	708	.16
Total.....	24,735,385	79,152,518	31,507.84

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